



Hongkong Daily Press

ESTABLISHED 1857

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PROCASTINATION
is bad at any time; but where your eyes are concerned, delay may be injurious.
N. LAZARUS.
Optician,
12, Queen's Road C.

No. 19,870. 號十七百六千九萬一第 日六十月五年酉辛 HONGKONG, TUESDAY, JUNE 21ST, 1921. 二拜禮 號一廿月六年十國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

**ALLSOPP'S
BRITISH
PILSENER BEER**
BREWED AND BOTTLED AT
BURTON-ON-TRENT.

SOLE AGENTS:
**CALDBECK,
MACGREGOR &
CO., LTD.**

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75.

[12]

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKE-LESS DIAMOND.

THE HONGKONG SPORTING ARMS & AMMUNITION STORE,
Nos. 5-6, Beasomfield Arcade.

[59]

A LING & CO.,

19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO GOODS STORE

Glass Etching, Sign-Board and
Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

[60]

FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

[40]

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.,
9.30 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m.

SATURDAYS.
Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 5.30 " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 8.10 " " 10 " "

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representative Bank Notes.

[65]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14	No. 18	No. 8	No. 7	No. 9	No. 11	No. 12	No. 13	No. 17	No. 21	No. 22	No. 23
	Local a.m.	Local p.m.	Thru Express a.m.	Local a.m.	Thru Slow a.m.	Local a.m.	Thru Express a.m.	Thru Express a.m.	Thru Express a.m.	Thru Express a.m.	Local p.m.	Local p.m.
CANTON (Tsi Sha Tso) dep.			8.00		8.45		7.30					
SEK LUNG			8.15		8.55		7.45					
Shum Chiu			8.30		9.10		8.00					
Shinghai			8.45		9.25		8.15					
Yamoi			9.00		9.40		8.30					
Yamoi			9.15		9.55		8.45					
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Yamoi			46.30		47.10		46.00					
Yamoi			46.45		47.25</							

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED,

SHIPBUILDERS AND ENGINEERS,

LONDON, SOUTHAMPTON AND BIRMINGHAM.

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15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

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SHANGHAI OFFICE.

Wet Weather

Requisites.

Waterproofs

Lightweight, thoroughly Waterproof

\$25.00-37.50 to 48.50 each.

Umbrellas

Strong, English Made

\$6.50 7.50 12.50 to 14.50 each.

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Apollinaris

NATURAL MINERAL WATER.

NOW AGAIN OBTAINABLE

Since its foundation in 1872, the Apollinaris business has always been BRITISH-OWNED.

THE APOLLINARIS CO., LTD.

Obtainable at:

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THE REPULSE BAY HOTEL

and all leading Clubs & Stores.

Sold by:

LANE, CRAWFORD & CO.

NOTICE.

MESSRS. GILLARD & CO.

HAVE GREAT PLEASURE

in informing the

PUBLIC

that they have just received

THE WARRANT OF APPOINTMENT

AS

SAUCE and PICKLE MAKERS

TO H.R.H. THE PRINCE OF WALES

THESE SAUCES and PICKLES

May be obtained from

LANE, CRAWFORD & CO.

and

All other Stores.

SHOULD THEY BE UNOBTAINABLE FROM YOUR DEALER,

PLEASE COMMUNICATE WITH

DONNELLY & WHYTE,

Tel. 633.

COMPANY MEETINGS.

THE NORTH BORNEO INSURANCE CO.

The 18th ordinary general meeting of shareholders in the North China Insurance Co. was held at Shanghai, on June 14th. Mr. W. A. Argent presided, supported by Messrs. C. G. S. Mackie, H. H. Girardet (directors), and H. G. Simms, General Manager, the attendance representing 9,970 shares.

The Chairman said: During the year under review Mr. H. H. Girardet accepted our invitation to join the Board.

Our London Committee is now composed of the members of the London Committee of the Union Insurance Society of Canton, Ltd.

1919 Account.—As pointed out on a former occasion, in dealing with 1919 figures, premium derived from war risks fell away, but on the other hand, the enhanced value of cargoes was responsible for maintaining our premium income on a level with 1918 allowing for the rise in exchange. Our loss and charges ratio show an increase of 9 per cent. compared with 1918. The available balance, after deducting the interim dividend and bonus on contributory premium paid last May, was Tls. 231,436.93, which will be dealt with at a later stage in these proceedings.

THE GROWTH OF PILFERAGE.

1920 Account.—In the early part of the year 1920 brisk trade and high values resulted in increased premium, but later on in the year, these conditions were entirely reversed, while claims showed a considerable increase. The abnormal growth of pilferage claims showed no diminution, and this matter continues to engage the serious attention of underwriters, shipowners and port authorities. As long as there is lacking on the part of those who have access to cargo and mail matter a greater sense of responsibility in safeguarding property which passes through their hands and which is entrusted to their care, legislation alone cannot effectively deal with what can only be described as a disgraceful state of affairs.

Our figures for this year must of necessity suffer from the continued depression in trade. The process of getting back to normal conditions is, as was to be expected, proving a very difficult and uncomfortable one. The only way to hasten the world through this unpleasant period is by increased production, in other words, by hard work. After five years of destructive effort it is only common sense that great sacrifices must be borne to make up for what has been lost, and it is hoped that in winning the war, we have not lost our reputation for honest hard work. The necessary adjustment from the abnormal conditions of war to the normal conditions of peace can only be successfully accomplished when Capital and Labour adopt a spirit of unselfishness and show greater consideration for each other's view point.

DEPRESSION ON INVESTMENTS.

Investments.—The depreciation on our sterling and gold investments has again been severe, and we have continued our policy of writing these down to market values on December 31st, 1920. The market value on a 3 1/2 per cent. gilt-edged investment to-day stands at about 40 per cent. below what it was in 1913, which gives some idea of the amount of writing down which has had to be done during the past few years. Hitherto the depreciation on our silver investments was covered by our investment fluctuation account, but in view of the higher rate of interest on new debenture issues, we decided to write down our debenture holdings to market value on December 31st, 1920. Our exchange and investment fluctuation account stands at Tls. 774,270.

Our fire department continues on a modest scale to make steady progress. As far as the China field is concerned, the greatest caution has to be exercised both on account of the moral risk at the present time and on account of ruinous competition in discounts notwithstanding tariff agreements.

Last July we combined our head office and the branch office of the Union Insurance Society of Canton, Ltd., in this building, and disposed of our building at No. 7, Kiang Road, at a very satisfactory figure.

THE DIVIDEND.

The following resolutions were then formally carried:

Proposed by Mr. C. G. S. Mackie, seconded by Mr. C. G. S. Mackie: That the report and accounts as now presented be accepted and passed.

Proposed by the Chairman, seconded by Mr. C. G. S. Mackie: Working account 1919: that a final dividend of 15 per cent. on the paid-up capital be paid at an exchange of 3/24 per tael; that £10,000 be transferred to re-insurance fund, and that the remainder be transferred to under-writing reserve account to close the account for 1919. Working account 1920: that an interim dividend of 15 per cent. on the paid-up capital be paid; that a bonus of 20 per cent. upon contributory marine premiums subject to income tax be paid, both payable at exchange 3/24 per tael, and that the remainder be carried forward.

Proposed by Mr. R. L. D. Wodehouse, seconded by Mr. C. F. Harris: That Messrs. Argent, Lambie, Bain, Dalgleish, Dismuff, Mackie and Girardet be re-elected directors of the company, and that the remuneration of the directors be Tls. 5,000 per annum.

Proposed by Mr. C. F. Harris, seconded by Mr. Wodehouse: That Messrs. Lowe, Bingham & Matthews be re-elected auditors of the company, and that the remuneration of the auditors be Tls. 1,000 per annum.

This was all the business of the meeting.

EWO COTTON MILLS, LTD.

The statutory meeting of shareholders of the above Company was held at the offices of the general managers (Jardine, Matheson & Co., Ltd.), Shanghai, on June 14th, to comply with the Companies' Ordinances of Hongkong. Mr. A. Brooke-Smith presided, supported by Messrs. C. Gordon Mackie, H. Martin Little, W. Wakeford Cox, C. M. G. Burnie, Chai Lai-fong, Pan Ching-pao, Zee Kuan-yuen and Woo Ling-shu, members of the Consulting Committee, and Mr. R. J. McNicol. Other shareholders present were Messrs. B. A. Clark, Jas. Harrop, H. J. Clark, J. Spunt, J. J. Danner, F. J. Barrett, W. G. Pirie, E. Hayim and M. H. Logan.

The Chairman said:—Gentlemen, this meeting of shareholders is a formal one and has been called in order to comply with the Companies' Ordinances of Hongkong under which the Company is registered.

A Statutory Report, which has been in your hands for some days, affords you all the necessary information regarding the shares issued, the assets acquired and liabilities taken over from the Ewo Cotton Spinning and Weaving Co., Ltd., the Yangtzeppoo Cotton Mill, Ltd., and the Kung Yik Cotton Spinning and Weaving Co., Ltd., also the assets realized, and liabilities discharged between the date of incorporation of the Company and April 30th, 1921. A list of shareholders as on the 14th inst. is on the table and is open to your inspection.

It will be remembered that the profits of the three old Companies from January 1st to the time of the inauguration of the new Company were to be donated to the latter. This was duly effected, and taking them into account, I am pleased to be in a position to report that the estimated result of our business to April 30th is very encouraging, while prospects for the near future are distinctly good.

For the information of shareholders I think it desirable to state that the accumulated reserves of the old Companies were duly transferred to us and on April 30th stood as follows:—

Reserve fund	Tls. 1,673,131.20
Equalization of dividend	1,375,000.00
Cotton fluctuation reserve	450,000.00
Special repairs and renewals	213,083.33
Total Tls.	3,711,214.73

which, when compared with our issued capital of Tls. 4,900,000, consisting of Tls. 4,000,000 ordinary and Tls. 900,000 preference shares, must be considered gratifying.

I have already stated, this is only a formal meeting, but if shareholders have any questions to ask I shall be glad to answer them.

There were no questions, and on the proposition of the Chairman, seconded by Mr. C. G. Mackie, the statutory report was adopted.

This concluded the business of the meeting.

OBITUARY.

DR. JOHN R. HYKES.

Shanghai papers record with very deep regret the death of the Rev. John Reside Hykes, D.D., at the Shanghai General Hospital, after a rather lengthy illness. The late Dr. Hykes, who had seen almost 45 years of missionary service in China, was a familiar figure to most residents of Shanghai and was a man of great ability, with great mind and memory, and strong personality.

It is interesting to record that his great-grandfather was a native of Alsace, his great-grandmother was French, and his maternal grandfather was born at Drumtochty, Scotland, but went to America when a mere lad. Dr. Hykes was admitted to the Central New York Conference of the Methodist Episcopal Church in 1873, and was ordained and appointed a missionary and stationed at Kiukiang. During his residence of years in that port he became highly proficient in the knowledge of the Chinese language and also showed particular ability as a man of affairs. It was the latter reputation that singled him out as a suitable head of the China Agency of the American Bible Society, to which position he was appointed in 1893 and had since that time guided the work of the Society in Shanghai and throughout China.

The late Dr. Hykes acted as Vice-Consul-General for the United States in Shanghai from 1900 to 1905, resigning in the latter year, and for a time he was an Assessor at the Mixed Court, when it was located in Nanking Road. He was a Freemason of very high order, being District Grand Master of the District Grand Lodge of Northern China in the Massachusetts Constitution, Inspector-General-Honorary-Deputy of the Supreme Council of the Ancient and Accepted Scottish Rite, (23rd degree), and in April of this year was elected President Emeritus of the Nomad Oasis.

The deepest sympathy will be felt for Mrs. Hykes, who in the course of a long married life has shared the many and wide interests of her husband's career and has herself participated in useful social activities, particularly those of a philanthropic nature, and also as a former President of the American Women's Club. Mrs. Hykes is at present in Shanghai with two of her sons. Another is at Malden, and the fourth of the family is shortly due back from America.

KWANGSI BEGINS ATTACK ON KWANGTUNG.

FIGHTING IN PROGRESS FOR THREE DAYS.

Telegraphic reports from Linshan near the border of Kwangsi inform us, says the *Canton Times*, of yesterday, that hostilities between the Kwangsi and Cantonese troops have begun and fighting has been going on for three days, the result of which has not yet been learned. The attack was made by the Kwangsi troops, but the Cantonese troops stationed there are sufficient to withstand the onslaught of the invaders.

Linshan commands the principal road leading to Nan Ning, the capital of Kwangsi and it is only natural that the Kwangsi troops should begin their attack in that direction with the hope of capturing the place from the hands of the Cantonese thereby blocking the advance of the Cantonese troops by way of Linshan which is but one day's journey to the lair of the Kwangsi militarists. As long as Linshan is in the hands of the Cantonese, the safety of the Kwangsi militarists is threatened; hence the first blow is directed at the Cantonese troops stationed there and in the immediate neighbourhood.

Now that hostilities have begun, the movement of troops to the borders to defend the province is hastened and fighting near Weichow and other places along the border is expected.

THE SEARCHING OF SHIPS ON THE WEST RIVER.

BRITISH CONSUL-GENERAL MAKES AMICABLE SETTLEMENT.

The *Canton Times* reports:—

On June 16th the s.s. *Ko Ching Hing* the British flag, was stopped at the searching station by officers appointed to search vessels plying up and down the West River. The Captain refused to permit the searching party to go aboard the vessel, and as the officers refused to let the steamer proceed, the Captain steamed back to the Customs station and wired to the British Consul in Canton. Shortly afterwards, a British gunboat that had been lying up the river, appeared upon the scene. But this evident attempt at intimidation did not frighten the Chinese officers as they had explicit instructions not to let any steamer pass without first being searched for contraband. After considerable parley Captain Hunt of the British gunboat suggested the search be made in conjunction with the regular examination by the Customs authorities. This was agreed upon and the special officers with some of the Customs staff thoroughly searched the vessel. The steamer was then given a pass to proceed up river.

Captain Hunt proceeded immediately to Canton to confer with the British Consul-General in order that some arrangement could be made whereby the regulations of the Kwangtung Government would be met with the least possible delay to steamers. Dr. J. W. Jamieson approved of the suggestion that the special officers conduct their search jointly with the regular examiners of the Chinese Maritime Customs. This was the original intention of the Government, but for some unknown reason the Customs Commissioner at Shanghai at that time, refused to co-operate. Now that the British Consul-General has agreed, it is hoped that the captains of the several steamers will be informed and further friction avoided.

G. O. C. CHINA COMMAND IN TIENTSIN.

SPEECH TO VOLUNTEERS.

Major-General Sir George Kirkpatrick, K.C.B., K.C.S.I., while in Tientsin attended a parade of the North China British Volunteer Corps, and addressed the Volunteers, expressing his approval of their appearance on parade, and emphasizing the desirability of the Corps being maintained to supplement the regular Forces.

General Kirkpatrick, addressing the Volunteers, said that he was very glad to see the Company on parade, and to know that it was a Corps in being. He was also glad to see members serving in the ranks who had held high rank during the War in other units, thus setting an example in keenness, particularly to the younger men who were arriving in the port. It was, however, now necessary that all should realize that although we had suffered more or less from war weariness, we should now put this aside and endeavour by every means to increase our efficiency. We could not rely on having a large garrison in Tientsin as in the past, since the duties of the British Army had greatly increased as a result of the war. British residents abroad, therefore, should realize their responsibilities. We were at present living on prestige, but prestige required material backing, and this backing largely depended on the organization of efficient Volunteer Corps, and he trusted that on his next visit to Tientsin he would find the North China British Volunteer Corps greatly improved both in numbers and efficiency.

FALL OF THE MIGHTY.

The giant statue of Hindenburg, into which during the war loyal Germans drove gold, silver, and iron nails, was on May 14th, offered for sale, in whole or in part, as firewood. Since its removal last year from its place in front of the victory monument the statue has been lying rotting on a plot of waste ground.

THE POLITICAL SITUATION IN CHINA.

LOWER YANGTSE PROVINCES DESERTING PEKING.

The following significant messages are among the latest batch received by us from the Asiatic News Agency:—

PEKING, June 9th.

The President has just received an important telegram from General Lu Yun-hsiang, Military Governor of Chekiang, requesting that in view of the deplorable situation in the country, the parliamentary elections should be entirely suspended in the provinces, and that, in order to meet the popular wishes of the Chinese people, who are unanimously advocating federal government for the provinces, the President should lose no time in convening a special Citizens Conference, after the Philadelphia Conference of the United States, for the sole purpose of settling the existing political disputes between the North and the South.

In the telegram, General Lu earnestly requests the President not to hesitate to accept his suggestions because, he says, after the reunification of the North and the South through the medium of the proposed Citizens Conference, which should be held in the foreign concession of Shanghai, or any other neutral city, the members can first draw up a provincial constitution for the provinces in accordance with their peculiar local customs and idiosyncracies, and then draw a national constitution for the republic, incorporating the provincial constitutions in it. In conclusion, General Lu, the former An-fu pillar in Lower Yangtze, requests the Chief Executive to allow him to resign his post at Hangchow if his suggestions do not meet with the approval of the Government. This is most important because, in the whole message, the Prime Minister and his Cabinet are entirely omitted.

GENERAL LU AND THE PEKING GOVERNMENT.

HANGCHOW, June 7th.

In spite of the strong persuasion of the Central Government relating to his antagonistic attitude towards the parliamentary elections in Chekiang province, General Lu Yun-hsiang, Military Governor, has now practically joined hands with Hunnan and other South-Western provinces and declared his independence against Peking. General Lu, not only refuses to change his attitude towards the parliamentary question, but he has sent out a long circular telegram, to all High Inspecting Commissioners, Defence Commissioners, Military and Civil Governors, provincial assemblies, news agencies and newspapers throughout the country. He has omitted only to send it to the Cabinet. The actual writer of this telegram is Mr. Fang Shu, former chief secretary of the Tuan Chi-jui Cabinet, so that there is no surprise that his utterances are entirely directed against the existing Chin Cabinet in Peking.

In the telegram, General Lu charges the Prime Minister with negotiating a fresh loan from Japan and dividing it equally between himself and the three War Lords during the recent Tientsin and Peking conferences, and he asks that the present Government is no longer able to exercise control over the various provinces, what is the use of proceeding with the election of members for the organization of a new parliament, especially as the south-western provinces will not take part in it? General Lu suggests that the best policy will be to call into existence a Citizens' Conference for the discussion of ways and means for the reuniting of the country and the drawing up of provincial constitutions, because the popular demand of the present day in China is for federal government for the provinces. In conclusion, General Lu once again requests the order an election of members for the two Houses of the proposed new Parliament.

This is regarded as a strong denunciation of the Peking Government and it is reported that in view of the sudden dismissal of the An-fu leader, Chen Shu-fan, from the Tientsin leadership, General Lu, with the concurrence of General Li Hsiao-chi of Fokien, may soon declare his independence of the provinces of Chekiang and Fokien. The political situation in Lower Yangtze is changing rapidly at the present time, and it is feared that when hostilities really begin in Shensi between Chen Shu-fan and the Chihli troops, there may follow peaceful developments unfavourable to the Peking authorities. It is now an open secret that previous to the dispatch of his long telegram, General Lu secured the concurrence of General Chi Hsiao-yuan of Kiangsu (and General) Chen Kuang-yuan of Kiangsi, both of whom are reported to be adopting a "sour grapes" attitude towards the recent Tientsin conference of the northern War Lords.

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 53, Queen's Road, Central—is at your service. They have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—ADVT.

CRIMINAL SESSIONS.

BEFORE THE ACTING CHIEF JUSTICE (MR. H. H. J. GOMPERTZ).

EUROPEAN—LADY—ROBBED.

Kwok Ping was indicted for robbery with violence on May 24th, when he took from Miss Margaret Dore Sorby, a gold wristlet watch.

Asked to plead, the accused said: "I did not rob, I snatched," which answer the Judge took as a plea of guilty.

Outlining the facts, Mr. G. H. Wakeman, Crown Solicitor, said on May 24th, Miss Sorby was at the end of Queen's Gardens, going towards Conduit Road, when she was overtaken by a prisoner, who hit her and snatched her watch, which was fastened to her wrist by a piece of ribbon. She chased the man, and three soldiers who were in Robinson Road arrested him. During the chase prisoner was seen to drop something in the road, and after arresting him the pursuers went back and found that the article thrown away was the gold watch. It was handed over to the police and identified by Miss Sorby.

Replying to the Judge, Mr. Wakeman said the prisoner hit Miss Sorby on the shoulder with a big brass rowlock (pragued) and scratched her arm whilst snatching the watch.

Prisoner was sentenced to 5 years' imprisonment with hard labour and was ordered to receive 10 strokes with the cat.

The Judge: Miss Sorby, I feel it my duty to congratulate you on your courage and presence of mind in chasing this man.

In reply to the Judge, Mr. Wakeman said when prisoner was arrested he struggled very violently.

The Judge said he did not know where the soldiers were, but he thought they should be thanked.

Mr. Wakeman mentioned the very plucky conduct on the part of Mrs. M. J. D. Stephens, who tried to hold the prisoner earlier in the chase.

The Judge congratulated Mrs. Stephens, saying he was sure that anyone knowing her would be quite sure that she would not fail.

ARMED ROBBERY AT SHAUKIWAN.

Wong Wah and Li Lam were charged with committing an armed robbery at Shaukwan, on May 16th, and Ho Cheung was charged with receiving the proceeds, knowing them to have been stolen.

Mr. G. H. Wakeman, Crown Solicitor, said at about 2.15 on the morning of May 16th, a woman named Lam Kau-mui, with her sister-in-law, and her step-daughter were asleep at Shaukwan when they were awakened by hearing somebody entering the house. They saw three or four men with torches and daggers and these men threatened them with their weapons and proceeded to take away a quantity of clothing and jewellery. They then locked the women up, and threatened to kill them if they told anyone. Someone let the women out in the morning, and the police were notified and shortly before six o'clock the first two prisoners were arrested on their way from the village to Hongkong. The police subsequently searched the hut of the third prisoner and found certain of the stolen articles (produced). These were identified as having been stolen from the house in question.

Evidence was given in support of this statement and prisoners were asked if they had anything to say.

Wong Wah said he had not been identified. The women only identified the clothing and other property. They did not see him in the house. He stole the silver dollars (produced) but the other property was not his.

Li Lam said he did not go to the house at all. The witnesses had falsely accused him. The basket (produced) was not his; he was asked to carry it by somebody.

Ho Cheung said he came to Hongkong to work as a hawker and he knew nothing about the articles found in his house; they were there without his knowledge. He was quite innocent.

After a short retirement, the Jury found Wong Wah and Li Lam guilty of robbery and Ho Cheung not guilty on the charge of receiving. The first two were sentenced to 5 years' imprisonment with hard labour and the third was discharged.

The German ex-Crown Prince, it is reported, is to become a director of a Hamburg timber firm.

BEFORE THE POLICE JUDGE (MR. J. R. WOOD).

ROBBERY WITH VIOLENCE.

Ho Ying was indicted for robbery with violence in that, on June 1st, at Hung-hom, he robbed Lee Fong of a gold bangle.

Asked to plead, the prisoner said another man snatched the bangle and gave it to him.

The Police Judge: I had better enter a plea of "not guilty."

The following were empanelled as a Jury: Messrs. N. A. Harper (foreman), A. J. Bursley, F. C. Alberto, D. G. Smith, William Kai Tsoi, C. Onslow and Robert Taylor.

Mr. Dyer Ball, who conducted the case for the Crown, remarked that this was a fairly simple and short case of straightforward robbery. The complainant, a woman called Lee Fong, lived at Kowloon City. On the morning of June 1st, she heard steps behind her and saw the prisoner. There was apparently nobody else in sight. The prisoner seized her by hand and forced off her hand a gold bangle. It was so violently forced off that her hand and wrist were bruised. The woman was wearing another bangle on the other wrist, the counterpart of the one stolen; it was a heavy thing, worth quite a lot of money.

The woman said that the prisoner carried a knife and threatened her with it. The Crown did not lay any emphasis on that; the man was not charged with armed robbery at present and the knife had not been found. The woman very pluckily pursued him. "She shouted 'save life!' as these people do," and blew a police whistle. One man whom they passed took no notice of her appeals for help, but the next man they met, an elderly gentleman, who was being called as a witness, and a small boy, came to the woman's assistance and joined in the chase. Some vegetable gardeners later joined in, and it was not long before the prisoner was caught. The man who caught him was the elderly gentleman already mentioned. The prisoner was searched but neither the bangle nor a knife was found on him. He denied ever having had a knife and said "I threw the bangle down, a rascal." The place was searched very carefully but no bangle was found. The bangle exhibited in Court was from the lady's other wrist. When charged by the police, the prisoner said, as he said now, "Fong Mau snatched the bangle and gave it to me."

Evidence was given by the woman, the small boy and the elderly man mentioned by Mr. Dyer Ball. They all agreed that only one man was in sight at the time. The prisoner vouchsafed no further information about "Fong Mau" nor as to his connection with the man nor did he impugn the accuracy of the evidence on any material point.

The Police Judge remarked to the jury that the prisoner's statement was an admission that he was there and that whoever took the bangle, he took charge of it. That was really a plea of "guilty." The Judge said he could have entered a plea of "guilty" and dealt with the matter without calling on the jury, but, seeing that these people did not understand the formalities of the Court and did not actually, in so many words, plead "guilty" or "not guilty," he thought it best to enter a plea of "not guilty." In case something might come out in the course of the hearing, in the prisoner's favour.

The jury, without leaving the box, returned a verdict of "guilty."

Mr. Dyer Ball said nothing was known against the prisoner but he suggested that the fact of his attacking a woman should be taken into account in passing sentence.

Sentence of three years' imprisonment with hard labour and ten strokes of the cat was passed.

A GIRL SNATCHER.

AN UNUSUAL CHARGE.

Before Mr. G. N. Orme, at the Magistrate's Court, yesterday, a Chinese girl was charged with snatching a rattan gold bangle and a jade bangle from a young child's wrist in the Yau-mai market. The child was being carried on the back of its mother.

A woman said that she saw the mother of the child bending over a stall, while the defendant was standing behind. She saw the girl take hold of the child's hand and remove a bangle. The witness shouted "snatching," while the mother of the child turned round and caught the defendant.

The defendant said that some one else had snatched the bangle. When the last witness cried out, that person had dropped it into her basket. She took it up and returned it to the mother of the child.

The defendant's uncle said that the defendant had returned from the country only ten days ago and was a good worker, but she appeared to be a little silly. The Magistrate said he had never heard a case of this kind in which a girl was the defendant. He said he would look up the Ordinance to see if the law made any provision; the girl was only 14 years of age.

Inspector Brown agreed that cases of this sort were rare and suggested that the Magistrate should treat her as a first offender and bind her over. Undoubtedly her uncle would send her back to the country if it directed to do so.

The Magistrate: I don't want to do anything in a hurry in this case. I will remand the defendant for two days and consider my decision, and also to see what provisions the ordinance makes for female offenders. I think she has the habit of taking things.

DANGERS OF CAINE ROAD.

RECOMMENDATIONS OF CORONER'S JURY.

A DISTRESSING ACCIDENT.

The Coroner's inquiry, yesterday, into the death of the nine year old son of Dr. Kwan Sum Yin, of Caine Road, brought out all too clearly the suddenness of the child's death. Full of the high spirits of youth, the little lad came leaping down the steps of his father's house, on his way to morning school—not the least bit like Shakespeare's unwilling schoolboy; he skipped into the roadway and, before he had realised his danger, a passing motor-car, which was almost level with the house, had knocked him down and a wheel passed over his head, killing him instantly.

The jury found that no blame attached to anyone for the accident, but they took the opportunity to make special recommendations with a view to minimising the dangers of Caine Road.

The following were warned for service on the jury: Messrs. C. G. Anderson, J. McCubbin, Ng King Tain, G. V. Osmond and E. C. Hudson. The first three were chosen by ballot to serve and Mr. Osmond was relieved from service. Mr. Hudson did not answer to his name; he arrived some time afterwards and the end of the inquiry apologised to the Coroner (Mr. G. N. Orme) and explained that he had overlooked the engagement. The Coroner imposed a fine of \$5.

Mr. M. K. Lo attended the inquest on behalf of the parents.

Dr. H. H. Scott, medical officer in charge of Victoria Mortuary, said he made a post-mortem examination of the body. The cause of the death was a comminuted fracture of the skull—the head was crushed. The only other injury was an abrasion on the left shoulder.

So Wai, a school-boy, said that at 8.45 a.m., on June 13th, as he was going to school, a motor-car, coming from the west, overtook him. After it had passed, he saw a boy jump out of the doorway of Dr. Kwan's house (which abuts on Caine Road). He made two "leaps" on the roadway and the car knocked him down.

The Coroner: Was the car going at an ordinary speed, or fast, or slow?

The boy: At an ordinary pace.

The boy also said that the car swerved to the right at the time of the accident. He heard no horn sounded, either at the time of the accident or just before it.

Mr. D. M. Biggar, manager of the Asia Banking Corporation, gave the time of the accident as 9.15 or 9.20 a.m., on June 13th. He was in the car, which was driven by a Chinese chauffeur who had been with him seven weeks. The young lad jumped out of a blind doorway on the right, without touching any way of the steps. The car was being driven very cautiously, not more than 12 miles an hour. Mr. Biggar added that he continually impressed on his driver the importance of special care in passing through that district. He was in the back seat of the car, on the right side, and had a complete view of what happened. The car was a little to the left of the middle of the road. The boy started to run directly he jumped out of the doorway. The chauffeur saw the danger, blew his horn and jammed on his emergency brake. The car stopped in a distance of not more than five feet; it slid along, of course, after the brakes were on. The boy was pretty close to the middle of the road before the chauffeur could get his brakes on. The road was narrow there.

In reply to Mr. Lo, Mr. Biggar expressed the opinion that a car could be stopped in 5 or 6 feet on that gradient, if not travelling more than 12 m.p.h. He agreed that a lamp standard in the roadway, west of this point, caused drivers to pull out to the right but in his experience they came in to the left again immediately. The road shelved towards the harbour opposite Dr. Kwan's house, but he thought if it kept free from danger the edge, he was sure three feet from the edge, of his version of the facts. "I was watching; I always watch in this district," said Mr. Biggar.

Inspector H. G. Garrod, traffic inspector, said he made an examination on the spot after the accident. The width of the road opposite Dr. Kwan's house was 23 feet. The marks made by the wheels in skidding were quite distinct; they extended from five feet west of Dr. Kwan's house and continued nearly in a straight line for 32 feet and then for 3 feet further, slanting to the left. The car was travelling about the centre of the road. The road was somewhat steeply graded downwards towards the east at this point. "Caine Road," remarked the Inspector, "is a peculiarly shaped road, very badly graded. It is a great neighbourhood for schools, from the Italian Convent to the Diocesan Boys' School. There are practically no footpaths in Caine Road, except on the newly-widened portion."

The Coroner: This portion of the road has not been widened since the introduction of motor traffic.

Asked as to police arrangements in this district, Inspector Garrod said that patrol sergeants had directions to visit these roads during school hours.

The Coroner: Have you any idea as to the traffic there, in cars?

Inspector Garrod: I have not taken a census, but you can safely say nearly all the cars in the Colony use that road when bound west or south or coming from those directions.

The Coroner: Some relief will be given when the new road is made.

The Inspector: They are going to re-grade this road and widen it. So far as I know, it is in hand and has been for some time.

The Coroner: In the meantime the regulation for this road is—what?

The Inspector: Ten miles an hour. There are warning signs from Government House, to the University and "school" signals at intervals.

The Coroner suggested that the ten mile limit was not very closely observed; and the Inspector said there had been many prosecutions, but these were for exceeding 20 m.p.h. But if the car, in this case, had been going at 10 m.p.h. the same thing would have happened, if, as the witnesses said, the boy jumped out from the doorway with the car only 8 feet away.

In reply to Mr. Lo, the Inspector agreed that some of the gradients in the road were dangerous to motor traffic; that it would be a good thing if they were altered, and if the lamp standard referred to were removed; he believed that had been already decided upon.

As to the gradient near Dr. Kwan's house, the Inspector said: "If you were going 12 m.p.h. and touched your brakes and locked your wheels, I don't know where you would go to. Sudden application of the brakes, there, would cause a skid."

Mr. Lo: You don't put a "school" warning outside Chinese schools?

The Inspector: Chinese schools move about so much.

Do you think it advisable that, all along the road, at hours when children are going to and leaving school, the maximum speed of 10 m.p.h. should be rigorously enforced and special policemen be put on duty?—We try to enforce the speed limit.

Mr. Lo remarked that he did not know of the 10 mile speed limit there. "You see no difficulty in having a policeman there everyday during these hours?" he asked.

The Inspector said it would be difficult to watch nine schools.

The Coroner: Do you suggest that the police should restrain the motorists or the children, Mr. Lo?

Mr. Lo: I think the motorists should be controlled. A lot of money has been spent on making roads safe for motorists but I am not sure that an equal amount of time or money has been spent to make the roads safe for pedestrians or children.

Inspector Garrod said: "24,000 notices warning people what to do in the street had been issued."

Mr. Lo: Have there been previous accidents in Caine Road?

The Inspector: In two years three boys of the same age as this one have been killed, and there have been many small accidents as well.

The Coroner suggested a double patrol of the road, and the Inspector remarked that the children walked in bunches, continually re-crossing the road. It was very difficult for motorists, even at 10 m.p.h., to struggle through. Garrod had been repeatedly warned and had reference to the subject appeared on all drivers' licences.

Mr. Lo: Is it a fact that the speed limit of 10 m.p.h. is a dead letter? Do not motorists often go at greater speeds?

Inspector Garrod: Yes, they do. We do our best to stop them.

It was mentioned that the chauffeur of Mr. Biggar's car was not present to give evidence. He had had a collapse and a breakdown and could not be found on the previous day.

Mr. Biggar said the chauffeur told him he "dreamt at night" about the accident and felt he would have to go back to the country. He was "shaking like a leaf," when Mr. Biggar last saw him and had forgotten all his English, though he usually spoke it very well.

Mr. Lo said he did not press for the man's attendance. Addressing the jury, Mr. Lo said Dr. Kwan had one object in view, for the sake of the memory of his son, he felt he must do his best to present such strong representations to the Government that such accidents would not recur. Mr. Lo urged that traffic control should be exercised by the police at certain hours, that the gradients of the road should be improved, that lamp standards in the roadway should be removed and these improvements should not be postponed on mere grounds of inconvenience and expense.

The Jury returned a verdict of "accidental death, for which no one is to be blamed." They added a recommendation that the gradients of Caine Road should be attended to without delay; that the electric standard should be removed; and that greater police supervision be exercised in checking the speed of motor cars from Glenale to the Diocesan Boys' School, during the beginning and end of school sessions.

PETTY LARCENY FROM STEAMERS.

AN EPIDEMIC OF CASES.

No fewer than five charges of petty larceny from vessels alongside the wharves were brought before Mr. G. N. Orme yesterday morning.

In the first case, a man received one month's imprisonment for the theft of five pieces of clothing from the *Empress of Russia*. The property was found concealed in the bottom of a basket containing some empty bottles, corks and other odds and ends.

Another man had a spoon and three knives bearing the stamp of the *Empress of Russia*, concealed in his girdle. He had no explanation to give and was sent to jail for three months.

A similar sentence was passed on a third man who stole a jacket and a bedsheet from the *Empress of Russia*. He said that he did some work for a passenger who gave him the things in lieu of payment of coolie hire money. When the police arrested him, he went back to the ship to look for the passenger, but did not find him.

A fourth man admitted stealing two bedsheets from the *s.s. Tyndareus*. He also was sent to jail for three months. In another case of theft of two pieces of clothing belonging to the donkeyman of the *Tyndareus*, the complainant failed to appear to prove the charge, and the defendant was discharged.

LANE, CRAWFORD & CO.

WE HAVE A LARGE AND VARIED SELECTION OF HALF HOSE IN SILK, LISLE THREAD, SILK AND WOOL AND ALL WOOL.

PURE WOOL LIGHT WEIGHT SOCKS IN PLAIN COLOURS, CHECKS, STRIPES AND EMBROIDERED CLOX.

Prices Ranging from \$1.50 to \$4.50 pr.



THIS SOCK, AS SHOWN, IS IDEAL FOR SUMMER WEAR. IT IS THIN, COOL, PERFECT FITTING, YET DURABLE AND PRACTICALLY HOLE-PROOF. THE PRICES OF INTERWOVEN ARE—

Lisle \$1.75. Silk \$3.25 pr.

OTHER GRADES OF HALF HOSE ARE "WIRE-TIPPED" \$1.50 PR. AND THE "LILY OF FRANCE" IN A HEAVY SILK \$3.50 TO \$5.00 PR.

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[15]

FAMOUS WHISKIES

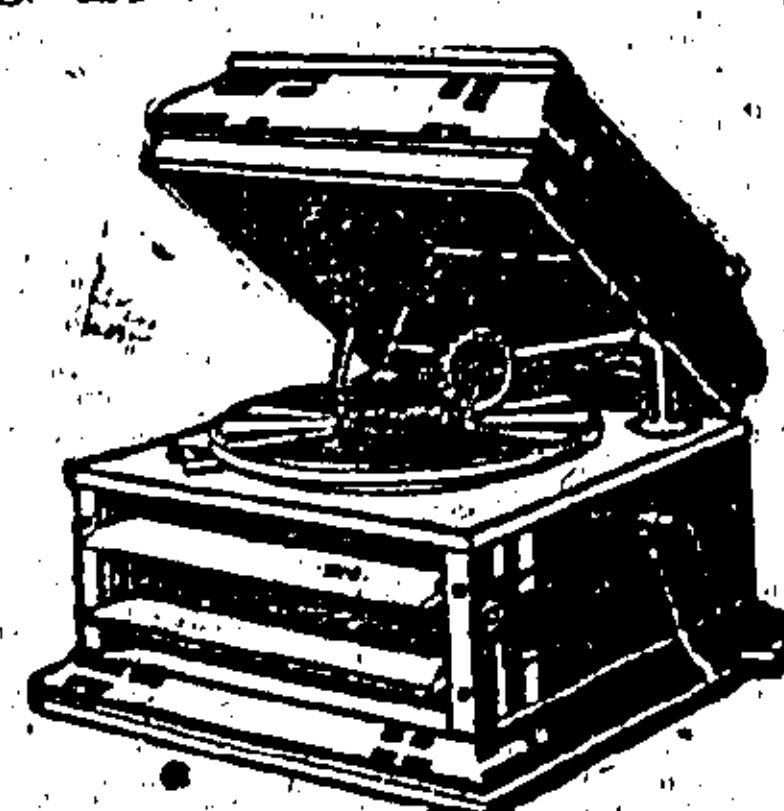
AT REDUCED PRICES

	Per doz.	Per bot.
ROYAL GEORGE—EXTRA SPECIAL LIQUEUR	\$40	\$3.50
DUNVILLES TWO CROWN—SPECIAL SCOTCH	40	3.50
WHITE HORSE CELLAR	44	3.75
NAPIER JOHNSTONE—SQUARE BOTTLE	44	3.75
PALL MALL—GUARANTEED 11 YEARS OLD	45	3.80

For Coast and Ships orders of not less than 1 dozen \$12 per case should be deducted from the above prices.

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WE ARE NOW SHOWING A LARGE ASSORTMENT OF

SUMMER SUITINGS

IN WHITE SERGES CASHMERES and FLANNELS.

WE INVITE YOU TO INSPECT OUR CELEBRATED

"TAIPO CLOTH" FOR SUMMER WEAR.

NEW ADVERTISEMENTS



POLICE NOTICE

HIRE OF PUBLIC VEHICLES

THE PUBLIC are hereby notified that the Kowloon and NEW KOWLOON will in future be divided into 5 Districts to enable the public to obtain PUBLIC JIRICKSHAS in an emergency or when such are not available on the Public Jiricksha Stands.

District No. 1. Tsim Sha Tei Police District. Telephone for this district is installed in Ngan Shing Kwan's Jiricksha Depot at No. 112, Canton Road. Telephone No. K 11.

District No. 2. Yau-mei Police District. Telephone for this district is installed in Ngan Luk's Jiricksha Depot at No. 142, Canton Road. Telephone No. K 71.

District No. 3. Sham Shui Po & Mong Kok Police District. Telephone for these districts is installed in Mow Fung's Jiricksha Depot at 33, Portland Street. Telephone No. K 361.

District No. 4. Hung Hom Police District. Telephone for this district is installed in Chau In Ting's Jiricksha Depot at 41, Cook Street. Telephone No. K 527.

District No. 5. Kowloon City Police District. Telephone for this district is installed in Chau In Ting's Jiricksha Depot at No. 41, Cook Street. Telephone No. K 527.

The Public are strongly advised to impress on their employees the Telephone Number of the Jiricksha Depot nearest to their own premises so that no time may be lost in getting jirickshas. Should there be no jiricksha available in any particular Jiricksha Depot, the foreman of such Depot has instruction to pass the message on to the next Depot and ensure that a jiricksha is sent.

F. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, June 16th, 1921. [1084]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"LYCAON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 20th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th July, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 19th, 1921. [1085]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"LAOMEDON"

FROM NEW YORK.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after June 20th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th July, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 19th, 1921. [1086]



SALE by tender of W. D. Vessel

"HERCULES"

TENDERS are invited for the purchase of the above-named vessel with Engines and Boilers and various spare stores.

Tender forms will be issued on application to the undersigned.

Tender forms to reach the Ordnance Office, not later than 12 Noon, July 12th, 1921.

The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.

Particulars of the vessel are:—
Steam vessel.
Length ... 85 feet.
Beam ... 17 " 3 inches.
Depth ... 10 " 3 "

Displacement Tonnage ... 170.
Horse Power ... 320.
Knots ... 10.
Working pressure per sq. in. 150 lbs.

Engines by Cox & Co. Falmouth.
Vessel built at Falmouth.
Construction of vessel. Wood up to water line, iron plated above.

Approximate carrying capacity:—
25 Tons or 10 Passengers.
E. G. SPINKS, Captain,
Ordnance Officer.

R.A.O.C. Depot,
Queen's Road East.
[1046]

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LW, MA, MC, MD, SE.

WANTED.—About \$80,000 (Sixty thousand) at 8% (or near) for two years on mortgage of FIRST-CLASS HOUSE PROPERTY, with option to purchase by Mortgagee within a period of two years. Reply strictly confidential to Box ME, c/o Daily Press Office. [1083]

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NOTICE.

WE have This Day appointed Mr.

STARLING JEX, Secretary of the

Company with power to Sign per Procuration.

THE UNION TRADING CO., LTD.

Hongkong, June 20th, 1921. [1080]

SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

A MEETING will be held in the BOARD-

ROOM of Messrs. JARDINE, MATHESON

& Co.'s Office on THURSDAY next, 23rd

JUNE, at 5.30 p.m., for the purpose of forming a

Hongkong Branch of the Society.

Anyone interested in the Prevention of

Cruelty to Animals is cordially invited to attend. [1078]

HONGKONG AUTOMOBILE ASSOCIATION.

MEMBERS are advised that the CAPT.

SUPT. of Police has given permission for

MOTOR VEHICLES to be left

UNATTENDED in the following Streets and

Places in KOWLOON.

(1) Middle Road on the South Side.

(2) Mody Road on the North Side between

Nathan Road and Cornwall Avenue.

(3) Cromwell Avenue on the West Side.

(4) Salisbury Avenue.

(5) Hapshing Road on the North Side.

(6) Austin Road outside the Kowloon Cricket Club.

F. BEVINGTON,

Secretary. [1067]

HONGKONG, June 15th, 1921.

NOTICE.

UNION INSURANCE SOCIETY OF

CANTON, LTD.

CERTIFICATE No. 4372 for 12 old silver

shares Nos. 1457/08 now converted into

60 Gold Shares in this Society standing in the

name of Rev. WILLIAM ROBERTS BEACH

(Deceased), late of READING, has been

LOST, and if at the expiration of one month

from the date hereof the above document be not

forthcoming the same will be deemed cancelled

and of no effect, and a Certificate for the 60

Gold Shares will be issued in its stead by the

Society.

O. MONTAGUE EDE,

General Manager. [984]

Hongkong, May 24th, 1921.

JAPANESE

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Officers' Room, C.E.O.'s Room Restaurant,

Concert Hall, Church.

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[63]

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WINE AND SPIRIT MERCHANTS.

Telephone 616.

BIRTH.

SCHOFIELD.—On June 19th, at St. Paul's Hospital, Causeway Bay, to Mr. and Mrs. W. SCHOFIELD, a son. [1083]

DEATHS.

HINTON.—At Shanghai, on June 13th, EVELIN MAUDE, the beloved wife of FREDERICK J. HINTON, aged 43 years.

HYKES.—At Shanghai, on June 14th, Dr. JOHN RESIDE HYKES, in his 69th year.

HONGKONG OFFICE: 10, DES VOGES RD., C. LONDON OFFICE: 111, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 21st, 1921.

FINANCING THE STRIKE.

We are not getting from REUTER as much information about the conditions at Home arising out of the coal miners' strike as the importance of the subject would appear to justify. For newspaper readers in the Far East it would be of infinitely greater interest than the details of the "intensive training" for the coming DEMPSEY-CARPENTIER boxing, or even the details of the Anglo-American polo match. This coal strike has been in progress now for nearly three months, causing widespread inconvenience and hardship to every inhabitant of the country, throwing hundreds of thousands of people out of work, and involving the nation in immense financial losses by the restrictions the failure of the coal supply imposes on the trade and commerce of the country. The latest cables give no hope of an early settlement, but rather point to the prolongation of the struggle and its extension to other branches of industry. By an overwhelming majority the miners, on a ballot, have rejected the latest proposed basis of settlement, and their Executive has decided to invite all Trades Unions affected in wage disputes to meet them "with the object of taking national action with the miners to secure their mutual demands." Unless this renewed attempt to secure a general strike fails, as the effort made a couple of months ago failed, a state of affairs will ensue approaching anarchy and revolution. Meanwhile the indications, as we have them in the

cables, prognosticate that the effort is doomed to failure, but we shall be able more accurately to estimate the probabilities when we see what response is made by the miners to the move made by the owners in re-opening the mines and giving the men the opportunity to work. If, in addition to those who voted in favour of accepting the new terms, the 31 per cent. of the miners who did not take the trouble to vote are prepared to return to work it would make a vast change in the outlook.

Meanwhile it would be interesting to learn something about the financing of the struggle. An immense amount of money must have been expended in strike pay. The Derbyshire miners, for example, were drawing between £70,000 and £80,000 a week, and, although before the strike the Derbyshire Miners' Association was the richest union, man for man, in the coalfields, the fourth week of the strike completely exhausted the Association's funds. At the same stage of the strike the Yorkshire Miners' Association had also exhausted all its available funds, and was faced with the difficulty of financing its 150,000 members and their families in the grim industrial struggle. It resolved to meet the situation by issuing promissory notes of a fixed amount to all the members, payable at local co-operative stores and with tradesmen who undertook to supply food values in return for these promises to pay. The notes are of the amount of 10s. for full members and 5s. for half members (boys), with 1s. for each member's child under 14 years of age. The liability comes out at £78,000 per week. A "splendid response" was reported to have been made by the Co-operative Stores and the local shopkeepers to the Association's appeal to them to honour these promissory notes on a pledge by the Association to pay the money within six months of the restarting of work at the collieries. Presumably, something very similar is being done in many other centres of the coal-mining industries, for in these Co-operative Societies large Trade Union funds are invested, and the Stores must consequently sink or swim with the Unions. There is also in existence a Union Labour Committee which has for some time past been collecting substantial sums for the support of the miners in the struggle. A large part of these periodical contributions presumably represents grants in aid from other Trade Unions, and a general strike, even for a week, would probably bring about an utter financial collapse of the unions. On that ground alone the appeal made by the Miners' Executive is hardly likely to meet with an eager response, and the longer the response is delayed the less likely is any to be made.

The Rev. A. J. Walker, formerly of Holy Trinity Cathedral, Shanghai, has accepted an incumbency in Yorkshire.

The death occurred at Peking, on the 14th inst., of Mr. J. E. Foley, traffic manager for the North of China for the Chinese Government Railways.

Capt. A. Pitri, Assistant Commercial Attaché of the Italian Legation, at Peking, committed suicide on the night of the 13th inst., by shooting himself.

The total output of the Kailan Mining Administration's mines for the week ending June 4th, amounted to 93,432 tons, and the sales during the period to 83,151 tons.

The Fire Brigade, yesterday, received a call to a fire at 347, Queen's Road West, where some palm leaves had become ignited. The outbreak was dealt with before it caused much damage.

An auxiliary defence corps is to be formed in French Town, Shanghai, to assist the authorities in case of emergency. A notice has been issued by the Consul-General calling the attention of all ex-service men to the scheme.

The police have received a report from the manager of the On Chan Bank, of Ka Kau Street, of Canton, of the disappearance of one of his clerks, who was sent out on Saturday to collect \$4,500 on behalf of the bank, and has not returned since.

An announcement of considerable interest to residents of Kowloon and New Kowloon will be found among to-day's advertisements. Arrangements have been made by the Police authorities which will enable the public to obtain public jirickshas by telephoning in an emergency or when vehicles are not available on the public jiricksha stands.

A man who was unable to give any account of himself, was found in Connaught Road West, on Sunday, with a cut on his upper lip. He was acting strangely, and was taken to the Government Civil Hospital. It was thought his mind had become temporarily unbalanced as the result of a fall.

A great iron bridge, to be the biggest in the Orient and to compare favourably with those in western countries, is to be built across the Sumida River. It will connect the Ryogoku railway station with the Manseibashi elevated railway station. On the Kanda-ku side of the bridge, it will start from the Manseibashi gradually rising to an elevation of 40 feet from the ground over the Kanda river. When completed, the bridge is expected to be ranked among the splendid sights of Tokyo.

Among the passengers who came over to China by the China Mail str. *Nanking* on the present trip were Lo Kok-chai, general manager, Mark Thue, treasurer, and Mr. Q. Fong, secretary, respectively of the China Mail Steamship Co., who have come to investigate business conditions. They were joined at Shanghai by Mr. Walter Yuen-lum, assistant of the president and a member of the board of directors of the company and all came on to Hongkong. All of these gentlemen are stationed in San Francisco.

A Chinese News Agency dispatch states that the Peking Foreign Office has addressed a circular note to the Foreign Legations on the subject of the foreign post-offices now in existence in China and requesting the Powers that own them to close them as soon as possible. The Foreign Minister's note, which is a very lengthy document, refers to previous notes addressed to the Legations on this subject and bases China's case on the fact that the existence of foreign post-offices in Chinese territory not only constitutes a violation of this country's sovereignty but is quite unnecessary in view of the sufficiency and extent of the Chinese Postal Service.

A FATAL ACCIDENT.

TRUCK OUT OF CONTROL.

A handtruck drawn by coolies was being drawn along in Hollywood Road yesterday morning, when it got out of control and the coolie in front was knocked down and run over by the truck.

There followed a curious superstitious act by a bystander who lighted a bundle of joss-sticks and held them against the victim's nose. This seemed to revive the unconscious man temporarily, but death took place almost immediately afterwards.

A HOUSE COLLAPSE.

ONLY JUST VACATED.

At 5 p.m. on Saturday, the roof of No. 60, Connaught Road West collapsed, bringing down with it the whole of the neighbouring house, No. 60. Luckily, both houses had been vacated earlier in the day on the advice of Mr. Hall, architect, who had inspected the houses and pronounced them to be unsafe and liable to collapse at any time. But for the timely departure of the inmates, a tragedy would doubtless have resulted. Immediately after the collapse, Nos. 61, 62, 63 and 64, which were affected by the collapse, were ordered by the P.W.D. to be vacated and the Department undertook shoring work.

ORIENTALS IN CANADA.

EXCLUSION OF CHINESE URGED.

The Oriental problem was debated in the House of Commons, at Ottawa, on April 27th.

Mr. H. H. Stevens (Vancouver) urged the Government to put in force an exclusion order against all Chinese with the exception of business men, and to inform the Chinese Government that this order had been made necessary by Chinese evasion of the Canadian immigration laws. As regarded Japanese immigration, an agreement between the two countries was pretty well observed, but it had been strained sufficiently to justify Canada in warning Japan that unless it were closely adhered to, an exclusion order would be issued. He also advocated a law to prevent Orientals from owning or leasing land in Canada. This problem in British Columbia had during the last five years developed along the same lines as it had in California.

The break which separates man from the gorilla is less than the gap which separates the gorilla from the lowest ape. —Professor Arthur Keith.

FAR EASTERN CABLE NEWS

[THROUGH REUTER'S AGENCY.]

GRAVEST MENACE IN THE PACIFIC.

MR. LENNOX SIMPSON'S VIEWS.

LONDON, June 20th.

The *Daily Telegraph* gives prominence to an article by Mr. Lennox Simpson (Putnam Weale) blaming the Anglo-Japanese Treaty for the turmoil and intrigue existing in China, and contending that if the Alliance is allowed to lapse a remarkable change will ensue, and China and Japan will become friends and equals.

Mr. Simpson appeals to the Dominion Premiers to study and grasp the fact that the conditions in China, coupled with Great Britain's Japanese commitments, constitute the gravest menace in the Pacific.

CROWN PRINCE OF JAPAN.

DEPARTURE FOR LOUVAIN.

THE HAGUE, June 20th.

Prince Hirohito and Prince Kunin left this morning by special train for Louvain. The Foreign Minister, many officials and high dignitaries bade them farewell at the station. Vice-Admiral Vanbylewkris, the Japanese Minister at the Hague and others attached to Prince Hirohito's suite during his visit to Holland accompanied him as far as the frontier.

QUEEN'S TELEGRAM TO EMPEROR.

THE HAGUE, June 20th.

After Prince Hirohito's departure, the Queen telegraphed to the Emperor of Japan cordially expressing Her Majesty's "special satisfaction at Prince Hirohito's visit, which, Her Majesty said, had left the most agreeable recollections."

CORRESPONDENCE.

THE VISIT OF ARCHBISHOP MANNIX.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Sir,—As another loyalist I hasten to echo "Loyalist's" astonishment that a committee has been formed to give Archbishop Mannix a welcome on his arrival here, but at the same time I have no doubt it will be quite apparent to him that the sentiments of only a select few are being expressed.

As regards the second paragraph of "Loyalist's" letter, I think the fact that the Committee is headed by a senior officer of His Majesty's Forces should be sufficient to show that the visit is of a "non-political nature."—Yours faithfully,

ANOTHER LOYALIST.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Sir,—I have read in your paper of the unwelcome attitude which "Loyalist" has adopted towards Archbishop Mannix.

Let me deign to explain that every true Catholic in this Universe will continue to sympathise with and aid poor people irrespective of their nationality or creed, even if they are the most bitter enemies of the King. Has Christ not said "Love your enemies"? We are simply sticking to this maxim, and nothing else. Therefore, I hope that no true Catholic in this Colony will be handicapped by the little item appearing in the papers regarding the arranging of a warm reception for our good old Archbishop on his arrival.—Yours faithfully,

STANCH CATHOLIC.

Hongkong, June 20th, 1921.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Sir,—In 1916 the Sinn Feiners by open rebellion against Britain rendered considerable assistance to Germany and helped to prolong the war. Since then hundreds of policemen and soldiers have been done to death in the most cruel fashion.

Archbishop Mannix presumably lends his august countenance to these foul deeds, which, if unrestrained, would wreck the Empire. Should not a committee be organised to convince the authorities that his landing among us is resented?—Yours sincerely,
ULSTER-SCOT.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

PANIC IN RANGOON.

EFFECT OF CORNERING RICE MARKET.

RANGOON, June 20th.

As a result of efforts to corner the rice market, the lowest quality rice has reached the record price of Rs. 550 per hundred baskets, and has caused a panic among merchants, who have suspended business till June 20th, when Government action is expected.

DUTCH CABINET.

QUEEN RECEIVES LEADERS OF THE RIGHT.

THE HAGUE, June 20th.

It is announced that the Queen received the Party Leaders of the Right of the Second Chamber on June 18th, in order to discuss the possibility of the reconstruction of the Cabinet.

IMPERIAL CABINET.

OPENING SESSION AT 10 DOWNING STREET.

LONDON, June 20th.

The Imperial Cabinet opened its session at 10 Downing Street, which was practically deserted, except for a small party of journalists and photographers.

Mr. Lloyd George, whose health has greatly improved, motored from Chequers this morning, and made a speech welcoming the Imperial representatives.

LATER.

The Imperial Cabinet adjourned till June 21st, after the speech of the Premier, which is understood to have been a very important pronouncement, and the text of which will be issued later.

The meeting was held in the Cabinet Room. The Premier and British Cabinet Ministers, including Mr. Winston Churchill, Mr. Arthur Balfour, Mr. Austen Chamberlain and Mr. Montagu, sat on one side of the table, and the representatives of the Dominions and India on the other.

M. TROTSKY'S LIFE IN DANGER.

PARIS, June 20th.

A Helsingfors telegram says that M. Trotsky is suffering from cancer on the lungs. His condition is serious.

EARLIER CABLES.

REPARATIONS PROBLEM.

MEETING OF FRENCH AND GERMAN MINISTERS.

PARIS, June 14th (delayed).

The French and German Ministers, M. Loucheur and Herr Rathenau, again met at Wiesbaden, Rhineland, and discussed the conditions of the next meeting of the French and German experts on reparations.—Havas.

SINN FEIN OUTRAGES.

ATTACK ON RAILWAY SIGNAL BOXES.

LONDON, June 19th.

There were a series of Sinn Fein outrages at railway signal-boxes in the Manchester district last night similar to those in London. A signalman near Stockport was twice shot and wounded. Altogether four signal-boxes were set on fire.

PEACE IN NEAR EAST.

PROPOSALS TO BE SENT TO GREECE.

PARIS, June 19th.

Lord Curzon and M. Briand have agreed upon the mediation proposals, which are to be sent to Athens when Co at Sforza's adherence has been obtained. If Greece approves the Allies' proposal to place the settlement in their hands, the proposed conditions will be communicated to her. The most favourable impression continues here. The Allied statesmen also deliberated at length upon the Upper Silesian question.

LATEST CABLES.

EX-GERMAN SHIPS.

SOLD TO GERMAN BUYER.

LONDON, June 20th.

Lord Inchcape, in a letter to the Times, says that the nine ex-German ships advertised for sale to British nationals only, which are still in German hands for repatriating refugees in the Baltic on behalf of the League of Nations, have been sold to a German buyer in concurrence with the Reparations Commission's advice at an uncommonly good price; which it was impossible to obtain from British buyers.

It has been, now, decided that, after June 30th, the market will be thrown open to the world for ships left unsold to British buyers.

Lord Inchcape declares that the liquid resources of British shipowners appear to be getting exhausted owing to taxation, high wages, strikes, etc.

EARLIER CABLES.

NEW FRENCH LINER.

PARIS, June 14th (delayed).

The Minister for the Navy, the American Admiral MacGrinder, the Japanese Admiral Oguri, and the Presidents of the British and American Chambers of Commerce in Paris attended at Le Havre the inauguration of the new French passenger ship *Paris*, now ready for her maiden trip to the United States. Among the largest and fastest ships afloat, the *Paris* is certainly most luxuriously fitted and furnished.—Havas.

SLEEPING SICKNESS.

Dr. G. D. Hale Carpenter, of the Uganda Medical Service, in his recently published book, "A Naturalist on Lake Victoria," gives the following description of Sleeping Sickness:

In a few words it may be said that the cause of the disease is a minute unicellular creature, called a Trypanosome, belonging to the lowest order of animal life, which is as it were inoculated by the bite of a blood-sucking fly, the "Tsetse," or Glossina. A common history given by patients who suffer from Sleeping Sickness is that they have been in a country where they were much bitten by the fly, and that after a few days a painful swelling has appeared on the neck, accompanied by high fever. The swelling may appear to be on the point of becoming an abscess, but does not do so, and gradually subsides. It is probable that this represents the site where the fly which was the cause of the infection actually bit. The fever may subside in a few days, and recurs at irregular intervals lasting weeks or months, and is accompanied by a high point attended with delirium. There is a good deal of headache, debility, and lassitude, and vague pains in the leg. An interesting feature is the appearance of an erythematous rash, mainly on the chest and back. There is a great wasting and enlargement of the glands of the neck. Another interesting feature is puffiness of parts of the face and body. This oedematous swelling is a particular feature of the diseases of animals, which are as will be seen, very closely connected with Sleeping Sickness. This condition may go on for years, and has been known to disappear altogether with an apparent cure; it is known as "Trypanosomiasis." Next comes the stage to which the term Sleeping Sickness more properly applies. The drowsiness becomes accentuated, so that the subject takes no interest in his surroundings and does not trouble to eat, though he will eat food if it is brought him, and he is fed. The fever continues irregularly, the eyes become more puffy, the lips and tongue tremulous, the wasting more and more pronounced, until death finally supervenes with the patient in a state of coma. At the last there may be mania and convulsions. It has been noticed that natives suffering from Sleeping Sickness appear to feel the cold very acutely, and will often sleep so near to a fire that they inflict severe burns on themselves. This also shows how the senses are dulled, so that one can conclude that they cannot suffer much. Death may occur in a few months after the initial fever, but more usually after one to three years. It was, I believe, well-known to the African slave traders that natives with enlarged glands were of no use to them, as they always died and could not be made to work. So they were careful not to take any in this condition, but nevertheless took, without knowing it, many cases who had the earliest stages of the disease, and the American slave owners used to find their slaves dying of this peculiar drowsiness.

In November, 1900, it was suggested that the only way to save the people was to move them into the fly-free areas, and segregate the infected natives into camps. The aid of the chiefs was sought, and the matter fully explained to them, compensation was made to the heads of evicted families, they were given land away from the infected areas, and by degrees not only the mainland shores of Lake Victoria, but the islands also, were cleared of their population, so that by 1900 all these were deserted and going back to the wild state. Great difficulty was experienced in preventing the natives from returning to their homes, and some managed to obtain canoes and cross back to Ruwama and Damba Islands, but at length the evacuation was finally completed, and at the present day the whole of the fertile and valuable island territory is abandoned to the Tsetse fly. But the lake shore can only be kept in this condition by stringent regulations and penalties, and a few natives are frequently discovered in the forbidden areas by the patrolling canoes.

OUR LONDON LETTER.

FORMER CHINESE PREMIER IN LONDON.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 8th.

His Excellency Chu Chi Chien, a former Prime Minister of China, has been seeing the sights in London this week after accomplishing the immediate object of his visit to this country—to present to His Majesty King George an autograph letter from the President of the Chinese Republic and some wonderful tapestries. The King and Queen Mary presented to the plenipotentiary return gifts consisting chiefly of exquisite engravings of Windsor Castle and other places of historic interest in Great Britain. The interview took place in Buckingham Palace.

Mr. Chu Chi Chien is only spending a week in this country. He is vastly interested in the industrial development of China, and in this connection is arranging to devote a couple of days to a visit to Birmingham and other industrial centres in the North. To a Press representative he stated that the principal need of China is an extensive development of her mechanical and electrical equipment. On the question of Chinese students he professed himself gratified that there are many now in England receiving a sound scientific education. "China," said Mr. Chu Chi Chien, "is a country of great resources, and of unparalleled opportunities, and bright, ambitious young men have a wonderful field for their labours."

ROUND THE TOWN.

Following his visit to the King, his Excellency called at the Foreign Office, and later on attended a luncheon at Carlton Hotel given by the Government. There were a few speeches expressing a keen desire to maintain good relations between Britain and the Chinese people. The following day the distinguished Chinese went to the Tower of London, and afterwards met Mr. Frederick Anderson, chairman of the Chinese Association in London, Dr. H. B. Morse, and other well-known people with Far East interests at a luncheon given by the Chinese Ambassador at the Legation.

The next day he spent most of the morning at the office of the Minister of Health, Sir Arthur Mond, who discussed housing problems with him, after which Lord Onslow, the new Parliamentary Secretary, showed plans and photographs of the housing schemes in this country which were on exhibition. As Mr. Chu Chi Chien was responsible, as Minister of the Interior, for the rebuilding of Peking, he has some experience of housing difficulties. I understand he was specially interested in English methods of building construction, and saw many photographs of concrete blocks. It may be that this interview will lead to the inauguration of a new building era in China. Altogether his Excellency has had a crowded week.

THE PROPOSED ENGINEERS' CLUB.

A large measure of support is being given to the proposal to found an Engineers' Club in London, to which subject I have referred in previous articles. Already over 1,000 applications for membership have been received. I am informed that support for the Club has come from every part of Great Britain and from many of the overseas countries—France, Australia, Spain, France, Holland, Norway, Belgium and Italy. The Committee responsible for the preliminary arrangements in making the proposal known at home and abroad are feeling confident of success. They are beginning to look round for suitable premises. The idea is to give engineers throughout the world a home in London worthy of the great profession they represent.

THE STRIKE AND THE SEASON.

It used to be asked before the war when the London season really began. The answer was usually somewhat vague—the phrase "after Easter" was considered near enough for a definition. But, however, opinions might differ on this point, there was never any doubt that the season was well and truly under weigh with the private view of the Royal Academy on the first of May. This year the case is altered. The coal strike has upset all attempts at social programme-making, and it is clear that there will be no London season till after White-tide.

The first Court, which was arranged to be held this week, has been postponed, and the more important hostesses have promptly responded to the Government's appeal to save light and fuel. Practically every one of the big social fixtures announced for the early part of this month have been cancelled.

Of course everyone recognises that the present is no time for the display of luxury, and that the need for economy in the use of coal is most important. A few of the social fixtures, however, have been arranged for, and are being taken place round about Mayfair, with lighting reduced to a minimum. Dancing couples have glided round the ball-rooms in a kind of twilight maze; and in some instances hostesses have incurred the expense of having the ball-room fitted with candle-lamps.

THE PICTURE OF THE YEAR.

This year's Royal Academy exhibition is rather disappointing. The sculpture, concerned chiefly with war memorials, is well up to the average; the water colours and etchings are of the average; but there is scarcely one of the pictures on the line which attracts more than passing attention. Only in portraiture can it be said that there is real distinction in this year's show—and indeed it could hardly be otherwise with masters in this branch of art like Lavery, Orpen, and Shannon represented by five or six portraits apiece.

Many national events have been pictured on the walls of the Academy, and there have been kings and queens, peers and statesmen, poets and heroes, but surely this is the first time that a cook in his white coat, with a couple of chops and a bottle of stout on a table before him, has been immortalised at Burlington House. He is no ordinary cook, it is true, that looks down from a place of honour among the great ones of the earth; he is really a tribute to the art of Sir William Orpen, who doubtless painted him in artistic joy, with hands on hips, handsome face, and square golden board.

He is "Le Chef de l'Hotel Chatham, Paris," a familiar figure to the patrons of that well-known restaurant. Whatever may be the opinions of the Society ladies whose portraits surround him, the general public are enamoured of this *jeu d'artiste* of the artist, and hail the portrait as the picture of the year.

A GREAT NEWSPAPER.

This week the *Manchester Guardian* is receiving the felicitations of its contemporaries on attaining its centenary. The occasion is something in the nature of a national event, and any one who reads the Press is concerned, for the *Guardian* occupies a foremost place in the newspaper world. At a time when the tendency is towards amalgamation of old-established papers owing to post-war problems of newspaper finance, and also when so many groups of papers are under the control of powerful moneyed interests, it is well that there should still be journals that maintain the old traditions, where the editorial note is personal and free, quite fearless in expression and independent of inspiration or suggestion by outside influences. That much can be said without any reservation of the *Manchester Guardian*.

It is one of the newspapers which refuse to bow their knees to Baal. The editor, Mr. O. P. Scott, has guided its destinies for 50 years, and he and his paper were honoured by a dinner, with Lord Derby in the chair, while the speakers included distinguished people in many walks of life.

THE MINERS' REFUSAL.

By common consent the miners made a great blunder in rejecting the Government's offer of 10 millions sterling out of general taxation to help to maintain wages in the poorer districts until a mutually-satisfactory basis of payment could have been devised for the industry as a whole. Moreover, the owners offered to forego profits during the four months of May, June, July and August this year. These were generous terms. The Government proposal was considered amazingly generous by overburdened income taxpayers, and also having regard to the financial position of the country. In spite of everything, the Miners' Federation rejected all these attempts to find a bridge over the present difficulties. They adhered to the original demand that before anything else is discussed a pool for wages must be established—in other words, that the principle of nationalisation of the industry must be conceded. Thus a complete deadlock has been reached, and the strike continues with no prospect of a settlement in sight at the time of dispatching this article.

A POLITICAL MOVEMENT.

The demand for a pool, which has been exhaustively examined in this correspondence, has been and still is the rock on which every attempt at negotiation has split. From the outset I interpreted the real motive of the miners' strike as political. Now it is not the opinion of the Government, specially emphasised the rejection of the proffered Government dole as proof that the miners have been out all the time for political ends. There are some people even now who argue that the political side of the business ceased with the collapse of the Triple Alliance, and that wages is the issue pure and simple. But this is not the opinion of the Miners' Federation if its past history and the speeches of its chief organisers are recalled. If this were merely an economic dispute it could be settled by the men's leaders accepting the Government's offer of 10 millions and calling the strike off, while in the meantime continuing negotiations with the owners till a basis of agreement on the wages question was reached. Wages are, however, the last thing the Miners' Federation want to talk about, and their policy has been the means of crippling their own industry, and what is inevitable, inflicting incalculable injury and suffering on the whole country.—H.B.

PUNISHMENT FOR MURDER

A GRUESOME OFFERING TO THE DECEASED'S SPIRIT.

EXTERMINATION OF MURDERER'S BLOOD RELATIONS ORDERED.

The garrison commander of the Nan-yang Military Circuit of Honan on the Honan-Hankow borders, has recently murdered in Tientsin by one of his own bodyguards, and the Asiatic News Agency reports that telegrams have been received from Marshal Chang Tso-lin and Marshal Tiao Kün instructing the Military Governor to arrest the aged mother, wife and two sons of the murderer, who are still living in Nan-yang. It is reported that, in order to prevent any repetition of the crime, the War Lords, who are now evidently thinking of the safety of their own lives at the hands of their numerous armed subordinates and followers, want to execute the four blood relatives of Yao Sheng, the murderer of the Garrison Commissioner.

Chinese public opinion in Honan strongly condemns this mad action of the War Lords on the ground that, even in the dark days of the Manchu Dynasty, with the exception of high treason or open rebellion against the Government as the Taiping rebels, there was no law to punish the innocent parents or family of any murderer, not to mention the fact that China is now a republic at least in name. Further, according to official reports from Tientsin, after the recovery of the dead body of Yao Sheng, without waiting for the coroner's examination, by order of Wu Chia-kai, brother of the late Wu Chin-tung, in addition to the cutting off of the murderer's head the Fengtien soldiers cut off his hands and feet and also opened his stomach and took away his heart for the purpose, they say, of offering the head, limbs and heart at the altar of the deceased General, for comfort to his son in the next world, and the people of Honan, where both the murdered and murderer hailed from, consider these uncivilized and cruel actions of the ignorant Fengtien soldiers as sufficient punishment for the crime, without involving Yao Sheng's mother, who is sixty-five years old, his wife and two sons or the confiscation of their small property, because they knew nothing about the crime at all.

CHILD GUARDIANSHIP.

RIGHTS OF THE MOTHER.

The House of Commons, on May 8th, considered on second reading the Child Guardianship Bill, which is intended to replace the Act of 1886. The most important change proposed is that the mother shall be joint guardian with the father and have equal authority, rights, and responsibility with regard to the child. The bill further seeks to lay it down that the parents of any child shall be liable for the maintenance of that child according to their means, the liability to hold whether they are living together or separately.

Colonel Greig moving the second reading of the bill, said that under the law, as it now stood, where any dispute occurred between the father and mother in regard to the maintenance or education of the children—assuming there was no charge of misconduct against the father—the father's wishes must prevail. The father had the sole right of saying where and how a child should be brought up, and if the wife did not care to live with him he could take the child away. The whole tendency of recent legislation had been to put husband and wife on equal terms, both as regards property and civil rights. The bill laid down, for the first time, a clear and definite statutory obligation on both parents to maintain and bring up their children according to their respective means.

LADY ASTOR ON MAN-MADE LAWS.

Viscountess Astor, in seconding, said she thought the House was pretty unanimously in favour of the bill—apart from a few glaring and notorious exceptions. (Laughter.) The two great objects were to make the mother the legal parent of her child—over which at present she had no legal rights until it attained the age of 16—and to make both parents equally responsible for the maintenance, according to their means. Men were apt, at marriage, to make very alluring promises—(laughter)—but as Jeremiah said, "The heart is deceitful above all things, and desperately wicked." (Laughter.) She supposed the proposal was talking about both men and women. The trouble was that the woman made a promise and tried to keep it, but the poor man was not helped by the law, which was weighted against him because it upheld him in doing wrong. In the case of a woman who had, unfortunately, married a "rotter"—there were rotters in both sexes—she realised that she had to keep her family under the guardianship of a man who, she knew, had proved himself a bad father and a bad husband. As to the objection that the law as it now stood was good enough, it was not good enough for the woman. The law had been made by men, and it was quite natural that it should be slightly biased on the father's side.

The objection that in marriage there must be one parent who ruled was all very well for the Turks. (Laughter.) Nowadays, people were beginning to look on marriage as a sort of co-partnership. She knew it was a little difficult for men, but Parliament had realised that but perhaps they had lived in the East. (Laughter.) The autocrat in marriage, whether male or female, was a most horrible sight. The bill was designed to deal with their erring brothers and sisters—not with good husbands and wives like themselves. (Laughter.) People who knew said that this bill would do more to preserve home life than any measure that had come before Parliament. It was a measure of present necessity, and it was orders at present were difficult to enforce, and the bill proposed that the money could be deducted from wages. It was an extraordinary state of affairs that for an order for the maintenance of a man's wife and children could be wiped out by the man going to prison for a month. In one case a man had eighteen years' maintenance wiped out by one month in prison! The bill was also valuable because cases could be brought before the police-court magistrates, and the poor would thus benefit. The measure only asked for equality among men and women. It took nothing away from men, but it would give a great deal to the children. Men were apt only to pay lip service to women.

Major S. B. Falle, in opposing the bill, said that instead of making the children happier it would simply make them the shuttlecock of their fathers' or mothers' idiosyncrasies. The tendency of the bill would be to prevent marrying. It would tend in the direction of illegal unions and would consequently lower the position of women.

"WOMEN WHO 'PERSECUTE' MEMBERS." Mr. Jameson said the bill should be looked at from a purely impartial point of view, and not from the point of view of the women's societies, which were perpetually persecuting members. There was a section of women who were trying to band the sexes together in a sort of trade union against all other sections of society. Male and female should be equal, particularly in regard to the rights and states involved by marriage. In the matter of offspring, if there was any superiority it ought to be given, and in fact was given by Nature, to the mother.

Mr. W. R. Smith said the Labour party proposed to support the second reading, but he was desired to point out that it might be necessary in Committee to ask that serious consideration be given to certain clauses. They viewed with a certain amount of apprehension the clause which provided that where there was failure to make payments under a maintenance order the Court might authorise the sums due to be deducted from a man's wages by his employer and paid to the collecting officer.

Lieut.-Colonel Hurst protested against Section 8 in its present form, which provided that after the death of a husband or wife a guardian should be jointly and have equal powers with the surviving parent.

Mr. G. Roberts said that while trade unionists and the Labour party had always jealously guarded the right of the worker to have his wages paid to him in full, he did not see how the bill could be carried out unless the Court was given the right to order that deductions from wages could be made in respect of the maintenance of a child.

Lieut.-Colonel Williams said he gave a general support to the principles laid down in the bill. Viscountess Astor had said that the male sex was full of iniquities. (Viscountess Astor: "No, (Continued at foot of next column.)

BIG LOSSES OF ARMY STORES.

REVELATIONS IN GOVERNMENT REPORT.

Striking examples of how the money goes are provided by the report of the Comptroller and Auditor-General for 1919-20 on the store accounts of the Army. Under the heading of theft, fraud, arson or gross negligence there are no fewer than 481 distinct items costing the country in value £287,235, and in cash £28,931.

Losses other than those enumerated under the above heading amounted to £1,351,153 in value and £1,948,777 in cash, making a grand total of balances irrecoverable and claims abandoned for the year £3,794,102.

The articles stolen include: Motor-cars, motor-cycles, money, horses, mules, clothing, bacon, blankets, watches, ambulances, cars, cigarettes, corduroy trousers, tents, petrol, petrol engines, motor-lorries and dental supplies.

ORGANISED GANGS. The value of the stores lost by theft from various consignments in transit to and from the Calais Ordnance Depot from July, 1918, to May 1919, was £38,505. The thefts were apparently the work of organised bodies of thieves. The loss of machinery by fire at a Royal Engineer park in France involved an expenditure of £18,000. A court of inquiry considered that the fire was caused wilfully.

A fire in sheds situated at a depot in Nijmegen, Germany, in May, 1919, involved a loss of stores valued at £237,600. The court of inquiry considered that the fire was due to incendiarism, and that there was a strong presumption that it was caused by German workmen employed in the depot. The loss of sheds will be borne by the German Government.

An interesting story is told with regard to the purchase of stores for General Denikin. A commercial firm was deputed to purchase and ship goods, up to the limit of £500,000, and obtain payment from the Denikin Government. The British Government undertaking to recoup any net loss. Following General Denikin's collapse the goods were diverted to Constantinople. The War Office decided, as a matter of equity rather than law, to recognise the firm's claim which was submitted by them at a total of £483,300. It appeared, however, on examination that about 83 per cent. of the commodities had been purchased from three firms in which the firm itself was largely interested, and that the subsidiary firms had purchased part of them from the Disposal Board at much lower prices. The claim was ultimately settled for £430,000.

RE-BOUGHT AT HIGHER PRICE. "Discussing the question of buying accommodation for troops in Palestine, the report states that after the rejection by the Treasury of a scheme put forward in April, 1920, it was suggested in June, 1920, that Nirsan huts should be used as an emergency measure. It was then found that Army stocks of these huts thrown up as surplus from July, 1919, onwards had been sold by the Disposal Board, many of them as recently as March 1920.

It was necessary, therefore, to buy back from the purchasers about one-third of the huts required, and over 600 were repurchased at a premium of about 70 per cent. above the price realised by the Disposal Board.

It is mentioned that over two and a half millions of greatcoats were dealt with by the railway companies under the scheme whereby a soldier could exchange his greatcoat for 21 at any railway station. Of that number of coats 37,000 could not be accounted for.

WAR PREPARATIONS.

SIR W. ROBERTSON ON "LAND FIT FOR HEROES."

Sir William Robertson, at a dinner in London, last month, said that two years ago he might have considered an apology necessary in talking of war at a time when he thought the last war had been fought and that they could go and live in a land fit for heroes. But the defeated enemy refuses to fulfil the terms during the peace. We have an rebellion and a situation in India, an rebellion and war are both in Ireland. We see great industrial unrest, and a great lack of mutual confidence between class and class in this country. It would seem that although it may be a country fit for heroes to live in it is only heroes who can live in it."

"All that being so, they must not give up talking of preparation for war. It was not only a question of armies and navies. During the war he saw the Government machine at work from close quarters, and he came to the conclusion that in the Cabinet the day of the amateur was over. They required that every State department should have knowledge and the best scientific advice that could be furnished.

no.") Well, she said it was full of wickedness of varying qualities. At the same time the bill had been drawn up by a male; it was being supported by males; and, seeing that it contained so many good points, evidently the sex must be improving. (Hear, hear.)

Sir E. Pollock (Solicitor-General) expressed the view that when the Bill was considered in Committee it ought to be dealt with from the point of view of the alterations it made in home life rather than as an Act designed to complete equal rights of citizenship. As to the powers proposed to be given to the wife in the appointment of a guardian, that would have to be considered very carefully in Committee, because in some parts of the House there was a feeling that perhaps those powers went too far. It seemed to have been assumed in the speeches of hon. members that the Courts had hitherto regarded cases brought before them from the point of view of the father and the father alone. He thought that was a complete misrepresentation. The Law Courts had always regarded these questions from the point of view of what was the right thing to do in the interests of the child. In all cases the Courts had been in favour of giving the mother custody of children of tender age. The bill was read a second time without a division.

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KLEIST ... Friday, 5th Aug., at 11 a.m.**HAMBURG, MARSEILLES, LONDON & ROTTERDAM**
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TOKYO MARU ... Thursday, 7th July, at 11 a.m.**CALCUTTA & BANGKOK via Singapore & Penang.****PEKING MARU** ... Saturday, 25th June, at 11 a.m.
MURORAN MARU ... Monday, 11th July, at 11 a.m.**JAPAN PORTS—Nagasaki, Kobe & Yokohama.****AKI MARU** ... Sunday, 17th July, at 11 a.m.**SHANGHAI, KOBE & YOKOHAMA.****KLEIST** ... Saturday, 25th June, at 11 a.m.
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Telephone Nos. 272 & 282.**ELECTION OF SPEAKER.**
A CONSTITUTIONAL PROTEST.

Mr. Whitley, member for Halifax, was elected Speaker of the House of Commons, in succession to Mr. Lowther. The election was unanimous. No other name but his was mentioned. If another candidature had been pressed, it would certainly not have received the support of a hundred members. The protest that was made was directed not against Mr. Whitley's fitness for the Chair, but solely against the action taken by the Government in connection with his nomination. So, though the unanimity of the ceremonial was marred, the unanimity of the election was quite unspoiled.

The protest, to deal with that first, was decidedly overdone. Mr. Ronald McNeill spoke well and persuasively, as he always does, and put his points admirably. But as he had no rival name to propose, the protest should have ended there. Sir William Joynson-Hicks was listened to with great impatience. When he claimed for "the great mass of private members," there were loud protesting cries of "Speak for yourself!"

Mr. Dennis Herbert, the third protestant, lost the ear of the House before he had finished his first sentence, and when he talked of "the danger of creating a precedent" being somewhat analogous to "a deed of sin," the House had no further interest in his somewhat elementary cogitations.

THE GOVERNMENT'S ASSURANCES.

These three speeches of protest brought up Mr. Chamberlain with an emphatic assurance that the Executive had not interfered in the slightest with the rights and privileges of private members, and had strictly followed earlier precedents. They had ascertained, through Lord Edmund Talbot, the late Chief Whip, the general views of members, and he had reported to them that undoubtedly Mr. Whitley was desired as the next Speaker by the great majority. The Government had then approached Mr. Whitley and offered him the nomination, and after doing that how could they, as "English gentlemen," have allowed any member of the Government to stand as a rival candidate? With respect to the other argument that if, twice in succession, a Chairman of Committees were elected Speaker, the Chairman would come to have a prescriptive right to the Speakership, unless obviously disqualified for the post, Mr. Chamberlain said that the Government recognised no such prescriptive succession in any shape or form.

The Leader of the House only intervened for the sake of clearing up misunderstandings, and his speech obviously had a good effect. Nevertheless, it could not be gainsaid that Mr. McNeill's points were points of substance—viz., that the "free choice of Speaker" is passing—if it has not already passed—in effect to the Executive, though it still nominally remains one of the privileges of private members. Nor is the danger of a "prescriptive right of succession" wholly illusory, in a place where precedent counts for so much. On the other hand, as Colonel Midway very ably put it, in answering this argument by anticipation, "why should an exceptionally able Chairman of Committees be the one man to be disqualified for the higher office, when the qualities required for the two offices are so largely—not indeed wholly, but still very largely—the same?"

But enough of the protest. Let us turn to the election itself and its rather quaint procedure. A crowded and orphaned House, silently rose at the entry of the Mace. It dispensed with prayers—a curious omission on such a day—and proceeded straight to business at the direction of the King, whose instructions were, of course, conveyed through the Prime Minister. The difficulty of there being no occupant of the Chair is got over on such occasions by the Clerk at the Table, who rises and points with his forefinger—he is not allowed to utter a word—to the member who is to propose a candidate. So the Clerk pointed to Colonel Midway, who has been thirty-six years in Parliament, and a private member all the time, and who speaks with the gentle drawl of one who expresses strong convictions in such temperate language that his hearers would scarcely suspect their strength. Colonel Midway is a typical and he recommended Mr. Whitley of his kind. The first mention of Mr. Whitley's name showed what a strong backing he had in all quarters of the House, for it was greeted with an outburst of genuine cheering, which must have been most gratifying to the candidate, who sat in the corner seat behind the Treasury Bench. "Conspicuously sincere," Colonel Midway called him, and he praised his "unfailing patience" and firmness in the Chair, reminding members how easy it was with a weak Chairman for "conditions in Committee to become chaotic." Mr. Arthur Henderson, who had modestly retired to a back bench for this occasion, only, seconded, as senior member of the Labour party, who, he said, were unanimously in favour of Mr. Whitley's appointment. He told the House that it was he who, in 1916, had recommended to the Cabinet Mr. Whitley as chairman of the important Committee from whose labours the scheme of industrial councils had resulted.

"THE HOUSE WILL TAKE ME AS I AM." When at last it came to Mr. Whitley's turn to "submit himself to the will of the House," he rose, very pale and white, and, rather overcome, as he well might be, by the greatness of the occasion. He spoke in a grave, still voice. Others, he said, might regard the Speakership as an object of ambition; to him it was "a serious call." He would have preferred to serve the House in a minor capacity, but he could not refuse a summons backed by such kind and generous assurances. Very quietly he described how he had entered the House twenty years ago.

(Continued at foot of next column.)

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**WEATHER REPORT.**

June 20th. at 10.45—Pressure is nearly stationary at Shanghai, but has increased slightly in southern districts.

The depression over Tongking is not so deep this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.54 inches. Total since January 1st, 62.38 inches against an average of 33.57 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	Forecast
Hongkong to Gap Rock	S. winds, moderate; squally, overcast, rain.
Fernando Channel	The same as No. 1.
South coast of China between (The same as Hongkong and Lamooes)	No. 1.
South coast of China between (The same as Hongkong and Hainan)	No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 20th.

	Previous Day	On Date	On Date
	at 3 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.55	29.60	29.64
Temperature	79	81	81
Humidity	89	84	85
Wind Direction	SW	SW	SW
Force	4	2	3
Weather	opq.	oq.	or
Rain	0.78	—	1.04

Highest open-air Temperature on 19th ... 83

Lowest open-air Temperature on 20th ... 77

"rather reluctantly," for his heart had been in his local work at Halifax, and how the boys, in whose welfare he had interested himself, "had been his University," and how he had learnt much from them. In Parliament he had just done the work that lay before him, and it had led him to the Chair. He trembled at the idea being called on to follow Mr. Lowther, but "the House will please take me as I am. An irresistible appeal, especially when spoken, as it obviously was, *ad hoc* *proclama*." With a few words expressing his devotion to and love of the House of Commons, as the great instrument of English liberty, Mr. Whitley resumed his seat.

Then followed the lingering traces of the old ceremonial of the Speaker-elect being drawn, reluctantly towards the Chair like a coy and shrinking maiden. Colonel Midway and Mr. Henderson took his hands and led him past the Treasury Bench to the august place. In the old days, perhaps, a Speaker-elect may have been conscious alike of his own unworthiness and conscious also—if the days were Tudor—of a very imperious master on the Throne. Mr. Whitley, however, did not struggle very hard, and a moment later he was seen standing with complete dignity on the steps of the Chair until the Sergeant-at-Arms advanced and placed the Mace on the Table. It was a trying moment, but he bore himself with admirable composure. Standing very still and upright, amid a dead silence, he addressed the House in a firm voice—all trace of nervousness gone—and said that before he took the Chair he desired to thank the members for his election and assure them of his devotion to the service of the House.

Then, mounting the steps, he took his place in the Chair as Speaker, and the whole House rose to show him respect and formal acknowledgment that the House of Commons once more had a Speaker.

The Prime Minister, in a happy little speech, in which he deftly turned the protests to which they had listened into a compliment to Mr. Whitley, said that the King's approval of the election would be signified in the House of Lords next day. Till then Mr. Whitley was but Speaker-elect. Mr. Asquith added a few words of congratulation, the ceremony was over, and the House adjourned.

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MANILA ... "LOONGSAN" ... Fri. 24th June, 3 p.m.	
SANDAKAN ... "YANIS" ... Sat. 25th June, Noon	
TIENTSIN via W'HAIRW & CHIRROO ... "CHONGSHING" ... Sat. 25th June, 10 a.m.	
BANGKOK via SWATOW ... "FOOKSANG" ... Mon. 27th June, 3 p.m.	
STRAITS & CALCUTTA ... "LOKSANG" ... Tue. 28th June, 8 a.m.	
HAIPHONG via HOIHOW ... "LAISANG" ... Wed. 29th June, 8 a.m.	
KOBE via SHANGHAI ... "LAISANG" ... Wed. 29th June, 8 a.m.	

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M.V. "GLENLUCE" ...	2nd July	26th June
S.S. "GLENSHANE" ...	11th July	2nd July

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENNAVY" ...	26th June	LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENLUCE" ...	2nd July	GENOA, LONDON & HULL.
M.V. "GLENSHANE" ...	11th July	LONDON, ROTTERDAM & HAMBURG.

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Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 2,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, BUSH, KOBE.

SHIPPING NEWS

ARRIVALS.

June 19th.
Annan Maru, Japanese str., 2,000 tons, Singapore, with a general cargo.—O.S.K.
 June 20th.
Hosei Maru, Japanese str., 1,987 tons, Capt. T. Kano, from Keelung, with coal.—M.B.K.
Hosui Maru, Japanese str., 1,073 tons, Capt. K. Katsuramoto, from Swatow.—Y.K.K.
Hinchong, Chinese str., 1,288 tons, Capt. A. C. R. Newburgh, from Canton, with a general cargo.—C.M.S.N. Co.
Lake Faulk, American str., 1,608 tons, Capt. W. Bahr, from Shanghai and Swatow, with a general cargo.—P.M.S.S. Co.
Lygon, British str., 4,514 tons, Capt. J. W. Walker, from Shanghai, with a general cargo.—B. & S.
Pha Nong, British str., 1,022 tons, Capt. R. S. Heaney, from Swatow with a general cargo.—Nam Yuen.
Soochow, British str., 1,594 tons, Capt. F. H. Northcote, from Shanghai and Amoy, with a general cargo.—B. & S.
Suruga, American str., 2,714 tons, Capt. W. H. Walker, from Shanghai, with a general cargo.—Admiral Line.
Taishin Maru, Japanese str., 1,006 tons, Capt. Y. Mishima, from Chingwan-tai, with coal.—Doddwell & Co.
West Inn, American str., 3,446 tons, Capt. G. J. Linnard, from Shanghai, with a general cargo.—Frank Waterhouse.
Wing Sang, British str., 1,517 tons, Capt. H. Simpson, from Manila, with a general cargo.—J.M. & Co.

CLEARANCES.

June 20th.
Hsin Fung, for Wenchow.
Hydrangea, for Swatow.
Kashan, for Hoihow.
Kayao Maru, for Haiphong.
Kalgan, for Swatow.
Lake Faulk, for Saigon.
Pakhoi, for Shanghai.
Shanghai, for K. C. Wan.
Soochow, for Canton.
Sumatra, for Mini.
Taishin Maru, for Canton.
Takung, for Hoihow.
Tung Maru, for Shanghai.
West Inn, for Manila.
Wing Tse Kung, for Tourane.

PASSENGERS.

For s.s. **Nanking**, from Manila, for Hongkong:—Mrs. M. G. Johnson, Mr. and Mrs. S. M. France, Mr. and Mrs. J. P. Tomkins, Mr. E. H. d'Aquin, Mr. M. Stanton, Mr. E. Ydo, Miss A. Murphy, Miss M. Berry, Mr. and Mrs. W. Patterson, Dr. C. P. Talaver, For San Francisco, Mr. C. Antholz, Mr. T. H. Dobson, Mr. F. H. Gault, Mr. A. K. LaMotte, Mr. O. Weber, Mr. and Mrs. E. J. Reilly, Mr. and Mrs. S. C. Smith.

VESSELS EXPECTED.

Ascension (Blue Funnel), due August 7th.
Helene (Blue Funnel), due June 30th.
Kanowna (E. & A.), due July 3rd.
Keemun (Blue Funnel), due July 27th.
Leion (Blue Funnel), due June 22nd.
Lahore (P. & O.), due June 23rd, about 10 a.m.
Kleist Maru (N.Y.K.), from London, due June 23rd.
Wile (China Mail), due June 23rd.
Penang Maru (N.Y.K.), from Japan, due June 21st.
Shidzuka Maru (N.Y.K. European line), from Kobe, due June 23rd.
Tango Maru (N.Y.K.), due June 22nd.
Torilla (B.I.), due June 21st, a.m.
Yokohi Maru (N.Y.K.), due July 2nd.

SHIPPING MOVEMENTS.

The **Barber Line** s.s. **Bolton Castle** sailed from New York via ports for Hongkong on May 22nd, sailed from Panama on the 11th inst., and is due to arrive at Hongkong the end of July.
 The T.K.K. s.s. **Shimo Maru** arrived at Yokohama on the 18th instant, and sails 22nd instant, being due at this port July 1st.
 The American & Oriental line s.s. **Halcyon** from New York left Honolulu on June 10th for Manila, and is expected to arrive here about beginning of July.
 The N.Y.K. s.s. **Toba Maru** (New York line) left Hilo for this port on June 19th, and is expected here on June 22nd.
 The N.Y.K. s.s. **Krist** (European line) left Singapore for this port on June 19th, and is expected here on June 24th.
 The N.Y.K. s.s. **Peking Maru** (Calcutta line) left Moji for this port on June 19th, and is expected here on June 24th.
 The s.s. **Nanking** will sail for San Francisco via Shanghai, Yokohama and Honolulu on Saturday, June 25th, at noon.
 The China Mail s.s. **Nile** is due to arrive at Hongkong from San Francisco on Sunday, June 26th, and will sail for Singapore on Tuesday, June 28th, at 3 p.m.
 The B.I. Co.'s s.s. **Eurypylus** left Singapore for this port on the afternoon of the 18th instant, and is due here on the 25th instant, p.m.

ANOTHER TRANS-PACIFIC RECORD.

MADE BY THE "GOLDEN STATE."
 A new record in Trans-Pacific service over the Southern route was established when the new Pacific Mail steamer **Golden State** which left Hongkong April 25th entered San Francisco bay thirteen days, seven hours and forty-eight minutes after leaving Yokohama, exclusive of time spent at Honolulu. Her average speed during the return run was 16.62 knots per hour. The ship's officers stated that the consumption of oil was under that generally required for such speed. The fastest run in proportion to the distance between ports was made from Yokohama to Honolulu, the total time being eight days, nine hours and thirty-seven minutes, with an average speed of 17.7 knots. Her steaming time from Honolulu was four days and twenty-two hours, a record equalled only by that of the **Great Northern** which completed the voyage in eighteen hours under the time of the **Golden State**.

GERMAN BOATS NOT WANTED IN JAPAN.

Of the four former German vessels allotted to Japan, the **Cap Finisterre** (whose name has since been changed to the **Taiyo Maru**) is now being operated on the North American run by the Toyo Kisen Kaisha and the **Aleut** on the European run by the Nippon Yusen Kaisha, but two other steamers, the **Vielfeldt**, 4,480 tons, and the **Normania**, 3,229 tons, remain undisposed of, says a Japan contemporary. They reached Yokohama on April 14th and 19th, and both are tied up at the naval port, though the **Vielfeldt** is under the control of Department of Communications while the **Normania** belongs to the Navy Department.
 Recently representatives of the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, the Toyo Kisen Kaisha, the Yamashita Kisen Kaisha, the Kishimoto Kisen Kaisha, the Uchida Kisen Kaisha and the Katsuda Kisen Kaisha were invited to the Department of Communications where the authorities set forth the terms on which the two vessels are to be entrusted to shipping companies. Both ships are freighters, and no freighter is really wanted in these days when freight tonnage is excessive the world over. It is said that the Nippon Yusen Kaisha has abandoned the idea of undertaking the operation of either steamer on the ground that both vessels are old type and necessitate large working expenses. However, the Yamashita Kisen Kaisha and some other companies are still treating with the authorities, and are continuing investigations as to the possibilities of the two ships. It is expected that an early decision will be reached regarding their disposal.

1. THERAPION No. 1
 2. THERAPION No. 2
 3. THERAPION No. 3

BLUE FUNNEL LINE.

S.S. "ANCHISES"

10,000 tons G.R.

will be despatched for SINGAPORE at Noon on 22nd June.

For further particulars apply to:—

BUTTERFIELD & SWIRE,

Agents.

1066

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers



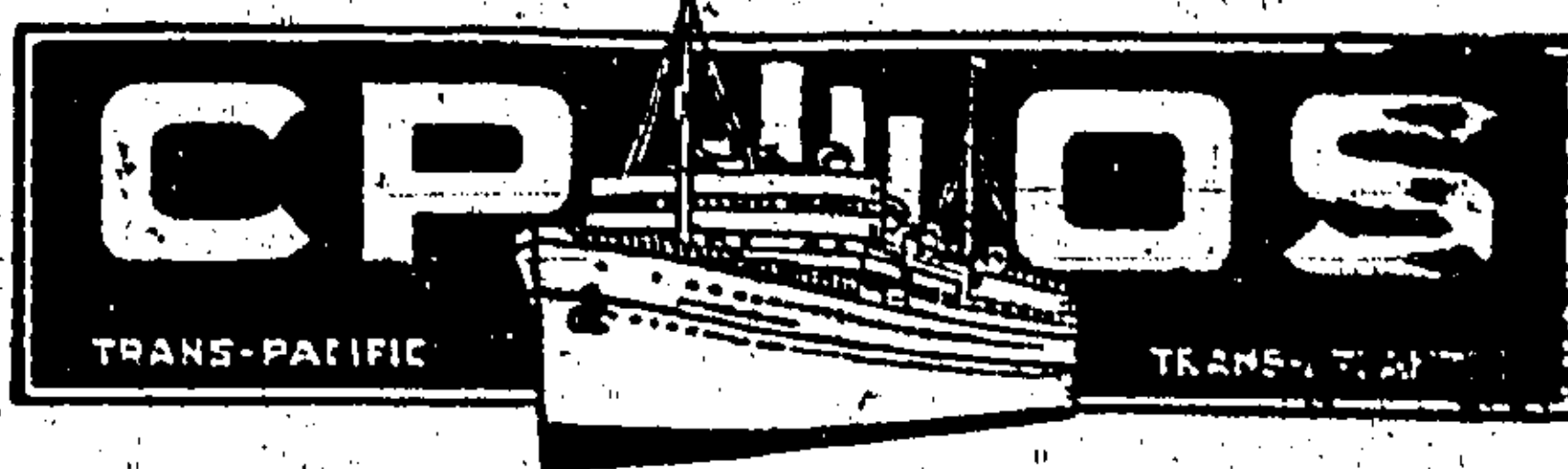
For BOSTON and NEW YORK

For Freight and full particulars apply to:—

FURNESS (FAR EAST) LIMITED,

St. George's Building

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HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Russia	June 23	July 11	E. France	July 19	July 26
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
Monteagle	Aug. 23	Sept. 16	Mellita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	E. France	Nov. 15	Nov. 22

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
 Hongkong Office. Telephone 752. Cable Address: GACANPAC.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA.

AMERICAN STEAMERS.

"ECUADOR" ... sailing Aug. 10th, 1921.
 Apply to

PACIFIC MAIL S.S. CO.

Hotel Mansions, Hongkong.
 Cable Address "SOLANO" 7929

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU
 AMERICAN STEAMERS

"GOLDEN STATE" ... sailing July 6th. Due San Francisco July 26th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

The s.s. "LAKE FAULK" for Singapore, Penang, Rangoon and Calcutta, June 24th

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly sailing

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the Cape of Good Hope, and back to San Francisco.

For full information regarding rates, space, etc., apply to—
 PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

CHINA MAIL S.S. CO., LTD.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" s.s. "NILE" s.s. "CHINA"
 June 25th July 15th Aug. 9th

HONGKONG to MANILA

S.S. "NANKING" ... Aug. 30th

HONGKONG to SINGAPORE

S.S. "NILE" s.s. "CHINA"
 June 28th July 22nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also.
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SUBRIDGE FREIGHT & PASSENGER AGENT,
 PRINCE'S BUILDING, 102 HOOVER STREET.
 TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
 No. 1934. No. 2161.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	33,000	June 21st
KOREA MARU	30,000	July 1st
SHINYO MARU	32,000	July 18th
PERIA MARU	3,000	July 30th, at 10.30 a.m.
TAIYO MARU	32,000	Aug. 15th
SIBERIA MARU	26,000	Aug. 27th

* Omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, Hilo, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDINO, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
CHOYO MARU	16,500	July 19th
GIMO MARU	16,500	Aug. 15th

* Cargo only

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

King's Building.

Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

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STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)

"West Carmona" ... 24th June.
 To VANCOUVER & SEATTLE (via MANILA)
 "West Isis" ... 25th June
 "West Canon" ... 10th July.

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
 HONGKONG OFFICE: 1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3005.

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KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI, Direct.

28th June

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

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THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "PERU" will be sailing from Hongkong about 20th of June, taking cargo for:—

Copenhagen, Christiania, Gothenburg and Hamburg.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

7, Queen's Road, Central.

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NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "CHERIBON MARU" ... sailing on or about 4th July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" ... sailing on or about 26th June.
 S.S. "SAMARANG MARU" ... sailing on or about 17th July.

For further particulars please apply to:—

K. SUZUKI, Manager,

No. 5, Queen's Road Central

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 10th July.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN CHINA & STRAITS

TO UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG
via "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & CO. CANTON

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the—

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.N. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong

* "DEUCALION" ... via Suez Canal ... 3rd July.
* "CITY OF NORWICH" ... via Suez Canal ... 15th July

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

To	Steamer	To Sail
HONGKONG & HONGKONG	"KAIYONG"	On 21st June, 9 A.M.
SHANGHAI & PUKOW	"SHANTUNG"	On 21st June, Noon.
SWATOW & SINGAPORE	"CHINHUA"	On 22nd June, 10 A.M.
AMOI & SHANGHAI	"FOOCHOW"	On 23rd June, Noon.
WUHAIR, CHONG & TIENTSIN	"HUICHOW"	On 23rd June, 4 P.M.
* ANGHAI & TIENTSIN	"HUIYANG"	On 25th June, 4 P.M.
SWATOW & BANGKOK	"KANCHOW"	On 25th June, 10 A.M.
SHANGHAI & PUKOW	"KANKING"	On 25th June, Noon.
SHANGHAI	"SUNNING"	On 30th June, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent saloon accommodation. Amplest Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Tientsin and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 36.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

"HAICHONG" ... Capt. A. H. Stewart | THURSDAY, June 21st, at 12 Noon.
"HAILONG" ... Capt. W. Cooper | FRIDAY, June 24th, at 12 Noon.
"HAIHONG" ... Capt. W. C. Passmore | TUESDAY, June 28th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPPAK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (approx)	Destination
"DELTA"	8,000	25th June 7 A.M.	Marseilles, London & Antwerp
"DILWARA"	8,400	9th July	Singapore, Colombo, & Bombay
"SYRIA"	7,000	23rd July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"MANELA"	7,200	19th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	2nd Sept.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 6,949 14th June | Calcutta via S. Pore Pang & Rangoon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong	Destination
"EASTERN"	4,500	27th June	Sandakan, Thursday Island
"KATOWNA"	7,000	25th July	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong	Destination
"TORILLA"	5,300	22nd June 10 A.M.	Shanghai & Kobe.
"EURYALUS"	5,700	25th June	Swatow & Amoy.
"DILWARA"	8,400	27th June	Shanghai only.
"SYRIA"	7,000	30th June	Shanghai & Japan.
"KALYAN"	9,000	5th July.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable:

1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"SIAM MARU" ... Saturday, 25th June.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"TACOMA MARU" ... Friday, 6th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Wednesday, 29th June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"BUSHO MARU" ... Friday, 1st July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Dairen—Regular fortnightly passenger service, touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Thursday, 7th July.

"ARIZONA MARU" ... Wednesday, 30th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... Thursday, 23rd June.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Yokohama & Kobe

"HIMALAYA MARU" ... Sunday, 28th June.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

"KAHO MARU" & AMOI ... Sunday, 26th June.

TAKAO via SWATOW & AMOI ... Thursday, 30th June.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

	From Hongkong	Arrive Seattle
S.S. "SILVER STATE"	Aug. 13th	Sept. 2nd
S.S. "KEYSTONE STATE"	Sept. 2nd	Sept. 22nd
S.S. "WENATCHEE"	Oct. 2nd	Oct. 22nd

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama).

S.S. "COAXET" ... July 22nd

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions. [71]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA
and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA" ... Sailing July 5th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing Aug. 3rd.

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